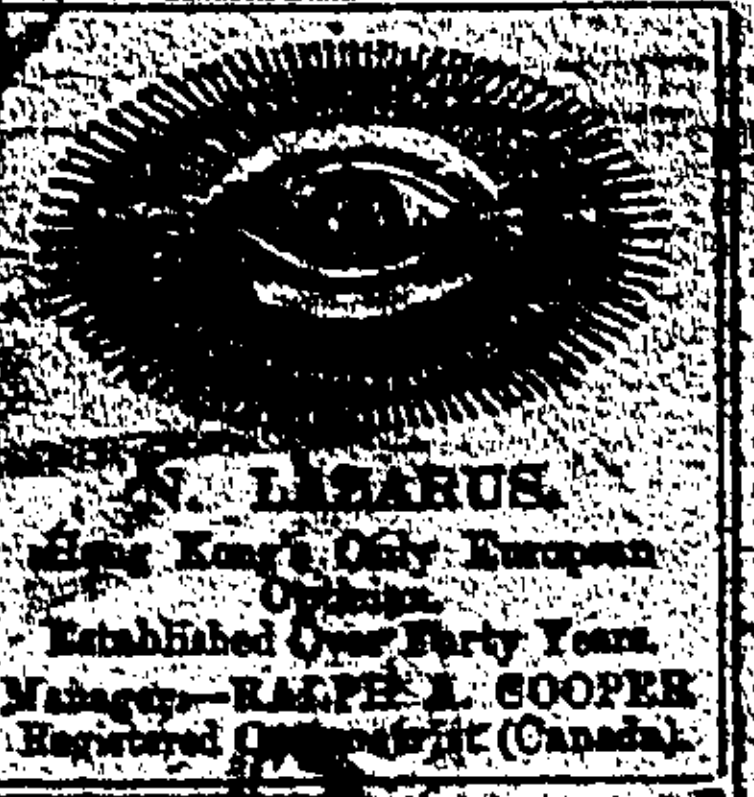


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Hongkong Daily Press



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No. 21,383 號參拾九百叁拾壹萬貳第 日九廿月貳拾年寅丙 HONG KONG, TUESDAY, FEBRUARY 1st, 1927. 壹拜禮 日壹月貳年七廿百九千壹英 PRICE: 1/6 PER MONTH

KOWLOON-CANTON RAILWAY. TIME-TABLE.

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		A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	Hour	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Kowloon	---Dep.	4.40	5.05	5.30	5.55	6.20	6.45	7.10	7.35	8.00	8.25	8.50	9.15	9.40	10.05
Yanmat	---Dep.	4.50	5.15	5.40	6.05	6.30	6.55	7.20	7.45	8.10	8.35	9.00	9.25	9.50	10.15
Shatin	---Dep.	5.00	5.25	5.50	6.15	6.40	7.05	7.30	7.55	8.20	8.45	9.10	9.35	10.00	10.25
Taipei	---Dep.	5.10	5.35	6.00	6.25	6.50	7.15	7.40	8.05	8.30	8.55	9.20	9.45	10.10	10.35
TaipeiMarket	Dep.	5.20	5.45	6.10	6.35	7.00	7.25	7.50	8.15	8.40	9.05	9.30	9.55	10.20	10.45
Fauing	---Dep.	5.30	5.55	6.20	6.45	7.10	7.35	7.60	7.85	8.10	8.35	8.60	8.85	9.10	9.35
Shumshu	---Dep.	5.40	5.65	5.90	6.15	6.40	6.65	6.90	7.15	7.40	7.65	7.90	8.15	8.40	8.65
Shumshu	---Dep.	5.50	6.15	6.40	6.65	6.90	7.15	7.40	7.65	7.90	8.15	8.40	8.65	8.90	9.15
Canton	---Arr.	12.30			5.30										
		A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	Hour	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Canton	---Dep.							8.45							8.00
Shumshu	---Dep.	7.10	8.05	10.28	11.40	3.00	4.17	5.18	5.20	5.40	6.05	6.40	7.15	7.40	8.00
Shumshu	---Dep.	7.20	8.15	10.45	11.47	2.07	4.24	5.30	5.37	5.47	6.17	6.47	7.17	7.47	8.07
Fauing	---Dep.	7.30	8.25	10.49	11.51	3.11	4.28	5.24	5.34	5.51	6.21	6.51	7.21	7.51	8.11
TaipeiMarket	Dep.	7.41	8.37	10.53	11.55	3.22	4.39	5.35	5.45	6.02	6.32	7.02	7.32	7.62	8.12
Taipei	---Dep.	7.50	8.45	11.07	12.07	3.33	4.50	5.46	5.56	6.13	6.43	7.13	7.43	7.73	8.23
Yanmat	---Dep.	7.59	8.56	11.17	12.17	3.38	4.54	5.51	6.01	6.18	6.48	7.18	7.48	7.78	8.28
Yanmat	---Dep.	8.15	8.57	11.29	12.29	3.50	5.06	6.06	6.16	6.33	6.63	7.33	7.63	7.93	8.43
Kowloon	---Arr.	8.20	9.06	11.27	12.41	3.58	5.11	6.11	6.04	6.38	7.06	7.76	8.06	8.36	9.00

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and the more money you will save
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In glass pots

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HUNAN MOB BURN A.P.C. PLANT.

NATIVE CHRISTIAN CHURCHES LOOTED.
SCHOOLS CLOSED DOWN.

Yesterday another mammoth parade and protest against Britain and British Imperialism took place in this city, says a correspondent to the *Hong Kong Herald*, writing from Siangtan, Hunan on January 17th. A bridge of boats was thrown across the river taking over one hundred Chinese boats and the whole crowd marched over and set fire to the Asiatic Petroleum Co.'s installation plant.

It is reported that there was about two thousand times of oil in the installation. The fire began in the late afternoon and lasted long after dark. In the evening it lighted up the sky with a brilliant glow. The idea at first was to save the buildings, which were not large but they took out so much oil and could not save the building when the fire got started.

Chapels Commandeered.—The country places still report a good deal of disturbance and the Christian chapels are being commandeered and often where there is no desire to use them the inmates are put to great inconvenience by crowds of children or rowdies coming and tearing down the wall pictures and scripture mottoes demanding the scriptures and tracts and burning them or tearing them up and scattering the paper around the building.

In some places the furniture has been destroyed, the sign boards taken down or some strange things pasted over them. Chapels which are owned and controlled by the Chinese Christians themselves have not fared better than those owned by the Mission. Two such have recently been taken over and no kind of religious exercise are allowed at all. The preacher has been compelled to take his family away and the Christians have been compelled to enter the Farmers' Guild to get any protection at all.

Schools to Remain Closed.—There seems to be little likelihood of Christian schools opening during the Spring term of this year. Some are trying to carry on through local Boards of Directors, and others find that it best not to try to open. Since all schools must register or close before April 1st, 1927, and the regulations under which schools must register are so uncertain and difficult, it seems impossible to register. The authorities say that after April it will be harder to register when it is known that the regulations may change for the worse and registered schools will be still under the more severe regulations. "To be or not to be," that is the question. Not to be, seems the easiest just now.

THE CATHEDRAL ORGAN.

RECONSTRUCTION ALMOST COMPLETED.

DEDICATION SERVICE THIS MONTH.

St. John's Cathedral Notes state that:—The Cathedral Organ is now almost completed, and the Dedication Service of the reconstructed instrument will take place on Wednesday, February 16th, at 5.45 p.m.

Mr. Mason is issuing an interesting booklet in connection with the re-opening, giving a short history of the organs of the Cathedral, with annotated programmes of forthcoming Recitals, etc. There are several photographs of the Cathedral and of the new organ cases in the Chancel and Lady Chapel, and the form of service to be used at the Dedication is also included. Copies, price one dollar, may be obtained from the organist or from the vergers at the Cathedral.

Three opening Recitals have been arranged (particulars of which will be found in the booklet), and further Recitals will be given during February and March. It is earnestly hoped these Recitals will be well supported. The total cost of the reconstructed instrument is \$14,000; of this amount only \$4,000 has been raised.

RED INDIANS OF CANADA.

PREY TO DISEASE AND MODERN COMPETITION.

Red Indians of Canada, who hitherto have placed their faith in Indian medicine men and have refused treatment by white doctors, are gradually becoming converted, and hospitals provided by the Canadian Government are being more freely used. Every effort is made to instill into the minds of the Indian children at least a rudimentary knowledge of hygiene, particularly in relation to the prevention of tuberculosis, which is the great foe of the Indian.

Indians of the unsettled or sparsely settled regions are almost solely dependent on hunting and trapping for their livelihood, and formerly their physical well-being was reasonably assured, but in recent years there has been an influx of white trappers from the point of view of the Indians, who cannot withstand the keen competition, which he is utterly unaccustomed to. The Indian population of Canada shows a slight increase, and the capital of their trust fund has increased to \$2,500,000.

UNION WATERBOAT CO., LIMITED.

ANOTHER ABNORMAL YEAR REPORTED.

REBUILDING PROGRAMME OF BOATS NECESSARY.

The twenty-third ordinary annual meeting of the Union Waterboat Co., Ltd., was held at the offices of Messrs. Dodwell & Co., Ltd., yesterday morning.

A favourable report was presented, despite the fact that the year under review had again been an abnormal one, in view of the number of ships entering Hong Kong being below the average.

It was announced that a dividend of \$1.25 would be paid on 27,723 shares, absorbing \$34,653 out of the balance of \$51,292 available.

Mr. T. D. Weal (Chairman) presided, and there were also present the Hon. Mr. A. O. Lang, Mr. A. L. Shields and Mr. S. Kinoshita (members of the Consulting Committee), Mr. D. E. Sousa (Secretary), and Messrs. F. Syme Thomson, G. L. G. Dodwell, R. M. Smith, G. R. Edwards, A. D. Humphreys, C. Moss, W. E. Van Eps and O. F. Ribeiro (shareholders).

Chairman's Speech.

The Chairman said:—After writing down the value of your Fleet of Waterboats, and Launches on approximately the same scale as in the past to the extent of \$13,000 as recommended by the Consulting Committee there remains, with the balance brought in from last account, the sum of \$51,292.38 for appropriation.

It is proposed to make the following allocations:—

Pay a dividend of \$1.25 on 27,723 shares \$34,653.75
Add to Insurance Fund 5,000.00
Add to Special Repairs 5,000.00
Carry Forward 6,638.63

which I hope will have your approval.

Once more the year under review has been abnormal and the number of ships visiting Hong Kong has been below the average. The tonnage of water supplied amounted to 500,000 tons, being only slightly better than 1924 and about 120,000 tons less than 1925. Economies have been practised, notably in fuel, with the result that the working profit @ \$53,684.43 is about \$12,000 more than in 1924.

The Fleet.

Your Fleet has been maintained in good condition but repairs to the older boats are of necessity more costly, hence our appropriation of \$5,000 for special overhauls.

It is recommended that Insurance Fund be increased to \$85,000 by the addition of \$5,000 which is considered a wise precaution in view of the age of part of your Fleet making it impossible to fully insure in case of total loss.

The Government Basin at Lai Chi Kok is now in operation and is a great improvement over our previous temporary piling.

You will notice the comparatively large sum we have accumulated in liquid assets which may call for explanation. Five of your boats and the launch are well over twenty years old and a rebuilding programme will be necessary as soon as the present troublesome state of affairs is over. The assets stored up will meet the replacement of only three boats.

Increased Costs.

Those of you who read the Budget speech for 1927 will have observed that the Government has increased the cost of Water supplied to 81 per 1,000 gallons. In consequence, it has been necessary to make an increase in our charge for water of 10 cents per ton and although this does not fully recompense the Company we are hoping that increased demand and economies may enable us to show as good Returns as in the past. This policy has been adopted in view of the very difficult times through which the Shipping of this part of the World is passing.

Mr. VAN EPS seconded the adoption of the report and accounts which were adopted unanimously.

Other Business.

The confirmation of the appointment of Mr. C. F. J. Quarles van Ufford to the Consulting Committee in place of Mr. T. de Meester, who has resigned, was proposed by Mr. EDWARDS and seconded by Mr. SMITH, and carried unanimously.

On the proposition of Mr. SYMS THOMSON, seconded by Mr. A. D. HUMPHREYS, Messrs. Linstead and Davis, Chartered Accountants, were re-elected as auditors, at a remuneration of \$300.

The Chairman: That is all the business of the meeting, gentlemen, and I thank you for your attendance. Dividend warrants are now ready, and can be had on application.

HONG KONG IMPORTS.

FORTNIGHTLY PRICE CURRENT AND MARKET REPORT.

OF HONG KONG GENERAL CHAMBER OF COMMERCE.

The fortnightly price current and market report of the Hong Kong General Chamber of Commerce, dealing with imports, states:—COTTON PIECE GOODS AND FANCY COTTON GOODS.—There is nothing new to report, enquiry slackening off on the approach of the Chinese New Year holidays. Deliveries show no improvement since last reporting. Little change has taken place in the cost of the raw material but both sorts are slightly higher, the latest quotations being those of the 26th inst. Eg. Sakel. 13.70d. Mid. Amer. "Spot" 7.20d.

COTTON YARN.—There is no change in the situation of our market and no business of any importance has taken place. Quotations are purely nominal. No. 12s. \$140/100; No. 12s. \$145/100; No. 12s. \$160/100. Arrivals: 100 bales. Shipments: Nil. Sales: Nil. Unsold stock: 14,000 bales. Bargains: 12,200 bales.

WOOLLEN.—Market steady and but for uncertainty of political situation a good business would be possible. Raw Cottons.—No business to report.

GRAIN.—With the improvement in exchange there has been a decline in prices but business is dull on account of the approach of Chinese New Year.

FLOUR MARKET REPORT.—Stocks: About 900,000 bags of all sorts. Market: Weak, owing to the approach of the Chinese New Year holidays. Quotations: American Patent, \$4.35-4.50 per sack; American Straight, \$3.25-3.50 per sack; American Cut-off, \$3.40-3.50 per sack; Australian No. 1, \$3.70-3.80 per sack; Canadian Cut-off, \$3.25-3.40 per sack; Canadian Straight, \$3.25-3.35 per sack; Canadian Mix, \$3.20-3.25 per sack. Sundries.—Market dull. SUGAR.—Market quiet.

ALUMINUM.—Stocks: 14,000 bags. Very little doing owing to approaching Chinese New Year.

RUBBER MARKET.

SINGAPORE QUOTATIONS.

Messrs. Carroll Bros. advise the following rates made with the Straits. Allenbys: \$3.05 cum dividend. Ayer Panas: \$13.60. Changkat Serdangs: \$10.10. Glenelg: \$2.80. Kedahs: \$4.95. Lunas: \$3.80. Dividends—Allenbys—10 per cent. interim making 20 per cent. to date.

VICTORIA DIOCESAN ASSOCIATION.

THE ANNUAL REUNION IN LONDON.

BISHOP OF LONDON TO TAKE CHAIR.

It will no doubt be of interest to many, states *St. John's Cathedral Notes*, to learn that the Bishop of London (the Right Hon. and Right Rev. A. F. Winnington Ingram) has kindly consented to take the chair on June 28th at the annual meeting of the Victoria Diocesan Association at Victory House, Leicester Square.

The fact that his Lordship has so recently stayed in the Colony will help towards linking up those who have the interests of this Diocese at heart both here and at home.

We should be grateful, continues the *Notes*, if any who read this and are likely to be in England this summer would send their names in so that invitations may be sent to them. It is also possible that many in the Colony may have friends at home who would like to have invitations sent to them. All names and addresses should be sent in as soon as possible to the Diocesan Chaplain, Bishop's House, St. Paul's College.

EXCHANGE.

OPENING QUOTATIONS.

January 31st, 1927.

On LONDON.—

Telegraphic Transfer 2/0

Bank Bills, on demand 2/0 12/16

Bank Bills, at 30 days sight 2/0

Bank Bills, at 4 months sight 2/0

Credit, at 4 months sight 2/1 13/16

Documentary Bills, 4 months sight 2/1 15/16

On PARIS.—

Bank Bills, on demand 1/370

Bank Bills, at 4 months sight 1/370

Credit, at 60 days sight 5/1

On BORNEO.—

Telegraphic Transfer 1/17 1/2

On CALCUTTA.—

Telegraphic Transfer 1/17 1/2

On SHANGHAI.—

Bank Bills, at sight 1/17 1/2

Private, 30 days sight 1/17 1/2

On YOKOHAMA.—

Bank Bills, on demand 1/10 1/2

On MANILA.—

Bank Bills, on demand 1/10 1/2

On BATAVIA.—

Bank Bills, on demand 1/10 1/2

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"THE CORDAGE YOU CAN TRUST."

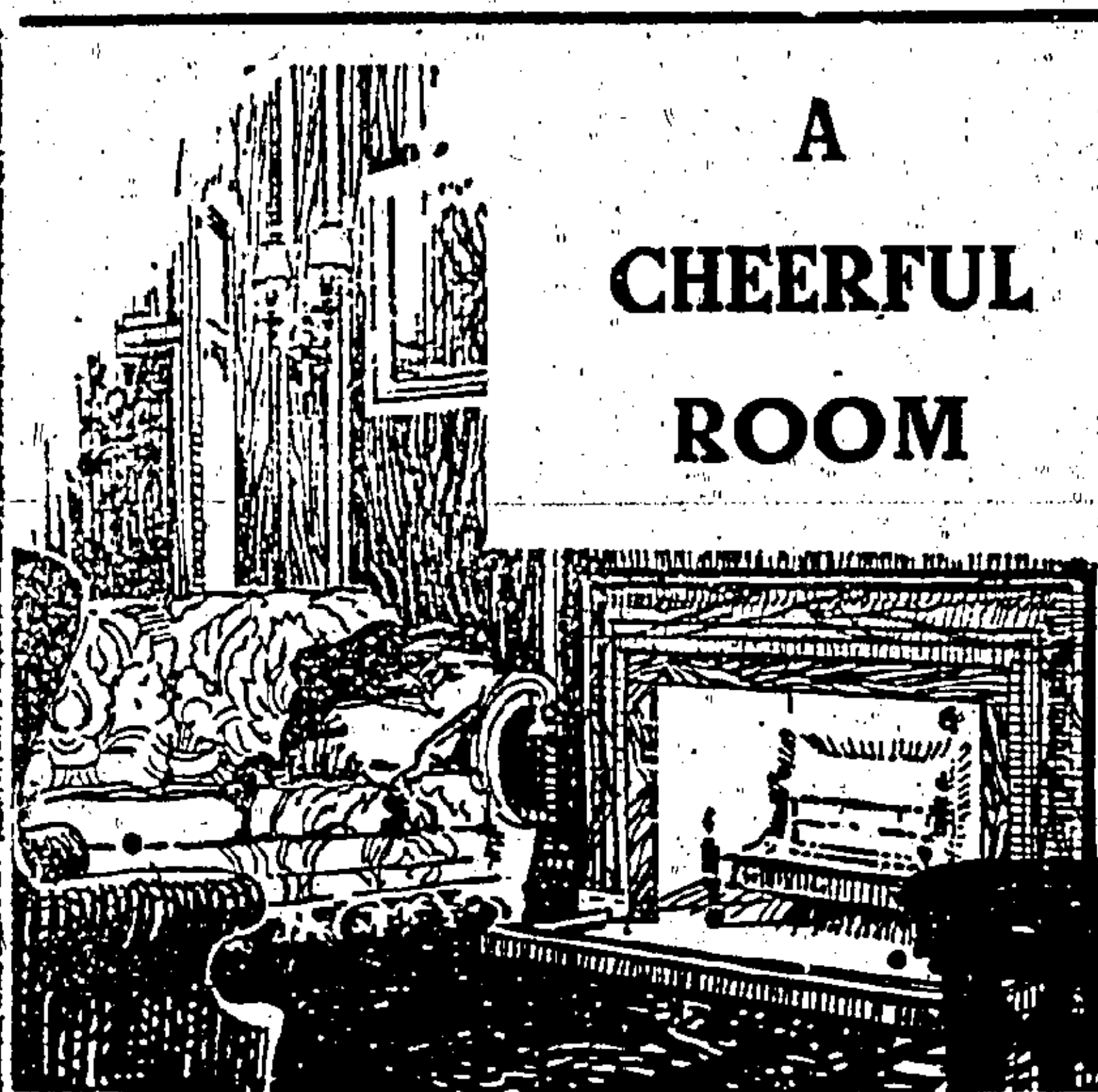
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What a glow of content it gives as, from the cold outside, you enter a radiant Gas Fire giving off its inviting warmth—an atmosphere of luxury and comfort.

This can be yours—
if you use Gas—
at a moment's notice—
with no bother or fuss.

Full particulars of Gas for Fires, Lighting, Heating, etc. can be had at our Showrooms.

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A Modern Factory fitted with the most up-to-date machinery in Hong Kong

Throughout S. America, Australia and Africa, as well as in North China and India, the

MERCERISED & COTTON SOCKS

which are made in this Factory, are in the highest favour amongst all Import Firms who appreciate that

these goods are absolutely reliable, always up to sample, and never vary in quality.

Enquiries welcomed from Export Firms, to whom full particulars will be gladly sent.

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ST. JOHN'S CATHEDRAL.

ANNUAL MEETING OF SEATHOLDERS AND SUBSCRIBERS.

CHAPLAIN'S REVIEW OF ACTIVITIES.

ABOLITION OF PEW RENTS FAVOURED.

The annual meeting of the seat-holders and subscribers of St. John's Cathedral was held at the Cathedral Hall last evening, the Chaplain, the Rev. H. Copley Moyle, presiding.

Others on the platform were Mr. W. L. Pattenden (Hon. Secretary), Mr. P. S. Cassidy (Hon. Treasurer), Mr. J. A. E. Bullock and Mr. L. Forster.

After opening the meeting with prayer, the Chaplain gave an address in the course of which he said:—

As my agreement with the Church Body ends in December of this year this is probably the last annual meeting at which I shall be present. I will therefore divide my remarks into two sections, first glancing at the past year and then taking a short retrospect of the 14 years during which I have been chaplain here.

During the whole of last year the Organ was being reconstructed and the new and handsome case erected. The fact that the organ has been used every Sunday reflects great credit on the skill and ingenuity of Mr. Blackett. It is hoped to open the reconstructed instrument on February 16th.

Organ and Choir Work.

Mr. Mason has a series of concerts in aid of the organ fund and he hopes to give a series of recitals before he goes on leave next April.

As to the choir a scheme of scholarships at Kowloon British School has been drawn up and we have now several boys whom we hope may become eligible for them. Many senior members of the choir have given much valued help but we need more voices. The staff and pupils of St. Stephen's Girls' School have been a very real help.

The Mothers' Union under the presidency of Mrs. Duppuy has prospered and is doing useful work. The Church of England's Men's Society lost its secretary, Mr. George Zimmermann and Mr. Fountain succeeded him. The Peak Sunday School under Mrs. Action has grown considerably, the Cathedral Sunday School is increasing its numbers, and there have been occasional children's services in the Peak Church.

The Church council meetings have been resumed and we hope to see the Council taking an increasingly important place in the work of the Cathedral.

The Women's Guild under Lady Pollock and with Mrs. Black as Hon. Secretary has done much good work inside the Cathedral and in the compound.

Since Mr. Powell left we have had no assistant chaplain and no news as yet of an applicant for the post.

Bishop of London's Visit.

The unique event of the year was the visit of the Bishop of London whose genial presence and uplifting words won all our hearts.

A new and simple organisation started during the year is the League of Prayer, the members of which undertake to pray daily for the Colony. It has fifty members.

Bishop's Illness.

It is a matter of regret to us that the Bishop of the diocese has been laid aside by illness, but I am glad to hear that he is now able to walk and we hope his visit to England will restore him to health and strength.

I wish to thank all Cathedral helpers and especially the clergy, the hon. Secretary and hon. Treasurer of the Cathedral Mr. Pattenden and Mr. Cassidy.

The Last 14 Years.

To turn now to a very brief retrospect of the last 14 years. Fourteen years ago we had no room except the vestry in which to hold meetings and classes. Now we have this fine Hall and the adjoining room and the Hall has an endowment given by the late Mr. J. D. Stephens. The East end of the Church was dull and ugly. Now we have the beautiful and stately recesses given by Mrs. Bowdler in memory of her husband.

The interior of the Church has been much improved by the removing of the match boarding of the roof and the taking away of the ugly and insanitary platforms on which the seats used to rest, is a devotional addition of great value.

Fourteen years ago there were no side-men and no servers, now we have side-men and servers and a Church of England Men's Society also the Women's Guild. The magnificent endowment given by the late Sir Paul Chater has put the Cathedral in a sound financial position.

The Cathedral through the branch of the Church of England Men's Society has made its voice heard in social matters and I shall always feel thankful that a sermon of mine first started Commander and Mrs. Hazelwood on their crusade to abolish pew rents.

The Cathedral Accounts.

A report on the Cathedral Accounts was submitted by Mr. P. S. Cassidy (the Hon. Treasurer).

Mr. Cassidy said:—The income from the Chater Endowment Fund amounted to over \$21,000 for 1926, and we can count on a regular income of about \$19,700, which is within a few thousand dollars of the ordinary running expenses of the Cathedral, but I feel sure that you do not expect this handsome revenue to relieve you of your duty in contributing to the Cathedral Funds. Our staff is not big enough for the work and we want to fill the present vacancy on the Chaplain's staff, and to add a second assistant Chaplain.

Other Items.

The Accounts are now subject to audit by a Chartered Accountant and you have a more accurate statement of the Cathedral's finances.

Donations and Pew Rents are both down, the former by \$912, and the latter by \$380. Offerings for Church Expenses are \$1,470 less than last year, but the Special Collections are \$940 more, leaving a net decrease of \$630. I would point out that the gaps left by old subscribers are never filled as they should be, and I hope newcomers to the Colony who are members of the Church will step forward and give their support, which will be gladly welcomed.

The Organ Fund.

As regards the Balance Sheet. The Accumulated Fund stood at \$41,000 odd at the beginning of the year of which \$37,000 was invested on mortgage, and the balance was in current account. The latter now stands at \$11,081.82, as shown on the other side of the balance sheet.

The Organ Fund, which is now \$5,310.44 overdrawn on the General Funds, will be still further in debt when the bill for the reconstruction of the organ is paid in full. The cost of reconstruction was estimated at \$14,000, of which \$9,000 has been paid. Towards this \$14,000 some \$3,000 was collected in 1924, and various small contributions have come in since.

The Chit System.

The chit system is very convenient and I can cope with the chits of regular attendants. It is another matter sorting out the many unfamiliar signatures which crop up after a crowded service such as Armistice Day or Christmas Day. On such occasions I am inclined to think that chits should be barred. If that sounds too drastic then I suggest that those who only attend at the Cathedral on occasions few and far between should put in a chit for a really substantial sum and give a legible signature and a full address. I have in my office a few indecipherable signatures with no address, and I have had chits which have had to be collected through the post, and I may remark that the amounts are in no case more than \$1.

I should like, therefore, to appeal beyond this meeting for a little reflection as to the trouble that can be caused through the misuse of a system designed for the convenience of regular churchgoers, not for casual attendants.

Election of Lay Members.

After a ballot, the following lay members were elected to the Church Body:—

Messrs. J. A. E. Bullock, P. S. Cassidy, W. L. Pattenden, T. H. King, T. G. Weall and Col. Hayley Ball.

Mr. B. O. Baker was re-elected as auditor, at a remuneration of \$150.

The members of the Church Council were elected as follows, with the exception of two who had left the Colony.

The discussion of the proposal to entirely abolish pew rents at the Cathedral is reported separately.

ABOLITION OF PEW RENTS.

CHURCH BODY TO CONSIDER SUGGESTIONS.

An interesting discussion took place as to whether pew rents in the Cathedral should be entirely abolished, and all seats made free, at the morning service as well as at the evening service.

The Rev. H. Copley Moyle said that in 1920 the proposal was that all seats should be made free. As a compromise it was agreed that seats should be reserved until the eleven o'clock ball stopped ringing, and be free at six o'clock. It was then decided not to abolish pew rents altogether, principally on financial grounds. The financial position was a little uncertain then but now that they knew how the Chater endowment worked and how the finances stood the Church Body had decided that it was time that the matter should be brought up. A postcard vote among subscribers and seat-holders resulted in twenty-nine voting for abolition, and twenty-three against it. He did not think they should abolish pew rents entirely in view of the very hostile minority, without talking over the matter. Personally, he favoured abolition.

Abolition Supported.

Sir Henry Pollock, K.C., suggested that the incoming Committee might make it a rule that after seven minutes to eleven in the morning all seats should be free at the morning service. This would give time for all seat-holders to be in their seats.

Mr. W. L. Pattenden supported Sir Henry Pollock, and remarked that he was strongly in favour of the abolition of pew rents, but thought they might start in this way.

Mr. T. H. King: Could you give us any idea of the effect of the abolition of pew rents on the evening service. Has it had any marked effect on attendance?

The Chaplain: I think we get better congregations. We certainly get the people up to the front now. Mr. King said that he was in favour of the abolition of pew rents entirely. He suggested that to cover the financial loss a special collection might be taken, as at St. Andrew's Church, Kowloon.

Donations From Firms.

Mr. P. S. Cassidy (Hon. Treasurer) suggested that the question might be left to the new Church Body to draw up and present a definite scheme to seat-holders and subscribers. Mr. Cassidy referred to donations made by firms, such as the Hong Kong and Shanghai Bank, Messrs. Jardine, Matheson and Messrs. Butterfield and Swire in connection with reserving of pews. The question arose, whether the \$900 from firms would still come in as well as donations apart from the rents. He was in favour of abolition, but he knew that a number of people like to have their own seats and they were entitled to consideration. He suggested, therefore, that the Church Body be asked to draw up a definite scheme. They could let seat-holders and subscribers know that if they did not signify their disapproval of abolition, this would be carried out after a certain date. If necessary a special meeting could be called, but he did not think this would be required.

It was finally decided to refer the matter to the incoming Church Body for consideration.

ALTERNATIVE TO THE DECALOGUE.

THE FOLLOWING ON THE ALTERNATIVE TO THE DECALOGUE APPEARS IN ST. JOHN'S CATHEDRAL NOTES:—

For several years past the summary of the law given by our Lord has been in frequent use in the service for Holy Communion, instead of the Ten Commandments, in the Cathedral and St. Peter's and the Peak Church. It's use was in the first place taken from the American Prayer Book and there the response made was the three-fold "Lord, have mercy upon us, Christ have mercy upon us, Lord, have mercy upon us." The Bishop authorised the custom.

It seems to the writer to be much to be preferred as being Christian instead of Moslem, and positive instead of negative. The common idea that the Christian religion consists in "Don'ts" is to be strenuously denied, but it receives encouragement from the Ten Commandments being placed in the fore front of the church's chief service, and this is peculiar to our service-book.

In the old liturgies the Ten Commandments are not found. Now the Revisers of our Prayer Book are suggesting the substitution of our Lord's summary for the Ten Commandments being placed in the Prayer Book, and afterwards the people respond "Lord, have mercy upon us, and write these thy laws in our hearts, we beseech thee."

It will be well for us to adopt this use, and make the above response after the Ten Commandments with the omission of the word "all."

SPLENDID COMEDY BILL

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ETERNAL STRUGGLE.

EXCLUSIVE PICTURES
of
DEMPSEY TUNNEY
FIGHT
THE RUNAWAY EXPRESS.

THE SINGAPORE BASE.

VIEWS OF A DISTINGUISHED ADMIRAL.

ITS USEFULNESS DEFENDED.

The *Spectator* recently published an article on the Singapore naval base, which we reprinted in a recent issue. The article urged that if Great Britain needed a Far Eastern naval base Singapore was not the place, and suggested that North Australia could provide a better site.

To that contention the following reply was made by a distinguished naval officer, Admiral Ballard:—

"It fell to my lot, as Assistant Director of Naval Intelligence, at the Admiralty during the Russo-Japanese War, to prepare the Admiralty report on the lessons regarding sea fortresses to be learnt from the story of Port Arthur. This report was approved by the Government and formed the basis of the instructions under which the specially appointed Owen Committee revised the scale of sea defence works at all fortified ports and anchorages in the United Kingdom and Crown Colonies. I may claim, therefore, some acquaintance with this particular subject."

An Imperial Question.
For myself I entirely agree with your view that this is emphatically an Imperial question, in which some at least of the overseas Dominions are vitally interested, but I differ altogether from the contention that the problem of Singapore offers any prospective parallel to the case of Port Arthur, or that we may anticipate the necessity of sending many divisions of troops to hold Singapore in war.

"The Japanese were able to invest Port Arthur in overwhelming force only because they had first driven the Russian Fleet completely by the sea, and held it under close watch. That meant that their own route to Port Arthur was absolutely safe for the conveyance of attacking troops in any numbers they pleased, while their enemy was cut off from sending any reinforcements whatever to the defenders. Moreover, the Japanese line of sea communication was short enough for a limited volume of transport to compete with the traffic. And lastly, the troopships were unthreatened by the danger of submarines, which in those days did not exist."

"All this would be different in the case of Singapore. It would be a mad enterprise for the Japanese to send a huge army across the 3,000 miles of sea separating Japan from the Straits of Malacca, unless the British Navy had first been destroyed or reduced to impotence, battleships, submarines, and all. But if matters had already reached that stage the safety of Singapore would have dwindled to a mere side issue in a general catastrophe overtaking the whole Empire."

Right Position Absolutely Essential.
"You raise the question of substituting a base in Australia for Singapore. But may I point out that the whole object of creating a first-class naval base on the east side of the Indian Ocean is to meet the requirements of a fleet stationed to protect the Imperial lines of communication in that ocean against an attack from the Pacific, which must necessarily be delivered through the Malay Archipelago? And the first absolute essential for a naval base is that it must be in the right position, that is to say, within the operating area of the fleet for the use of which it has been created. A base in Australia, 3,000 miles distant, would be perfectly the Malayan Straits, and money expended in providing it utterly wasted. I think you will find therefore that your 'nightmare' is only a nightmare, after all, which will dissolve to its right proportions on closer examination in waking hours; and perhaps I may say that these views are the result of six years' laborious study of kindred problems at Whitehall."

"The manager's bungalow and the coolie lines on Jerangan Estate were swept away by the floods, the water rising above the tops of the rubber trees, and those who engaged in relief work had to carry out their difficult operations on improvised rafts, making slow progress by pulling themselves from tree to tree, and thus taking food to coolies isolated on the roofs of floating coolie lines. Malays, it is reported, refused to assist in getting cooked food to the coolies, although they were offered anything in reason for doing so. Taking food to three starving coolies clinging to the roof of a building Mr. Lawrence was unable to take them off for fear of his raft collapsing. He, therefore, built another raft and went back to rescue them, but owing to the lateness of the hour had to spend the night on the roof of another building, and took them off the following day. Forty Tamils and Telugus were rescued and taken to higher ground."

At Tawah the water rose 20 feet, the flood rising above the roof of the recently built overers' quarters, while it was reported that the coolie lines at S. Tekan had disappeared and that the manure at S. Salim had been drowned."

The floods have left a considerable quantity of silt and stinking mud in their wake, which in some places is as much as three feet in depth and will, of necessity, take a considerable time to clear away.—*Singapore Free Press.*

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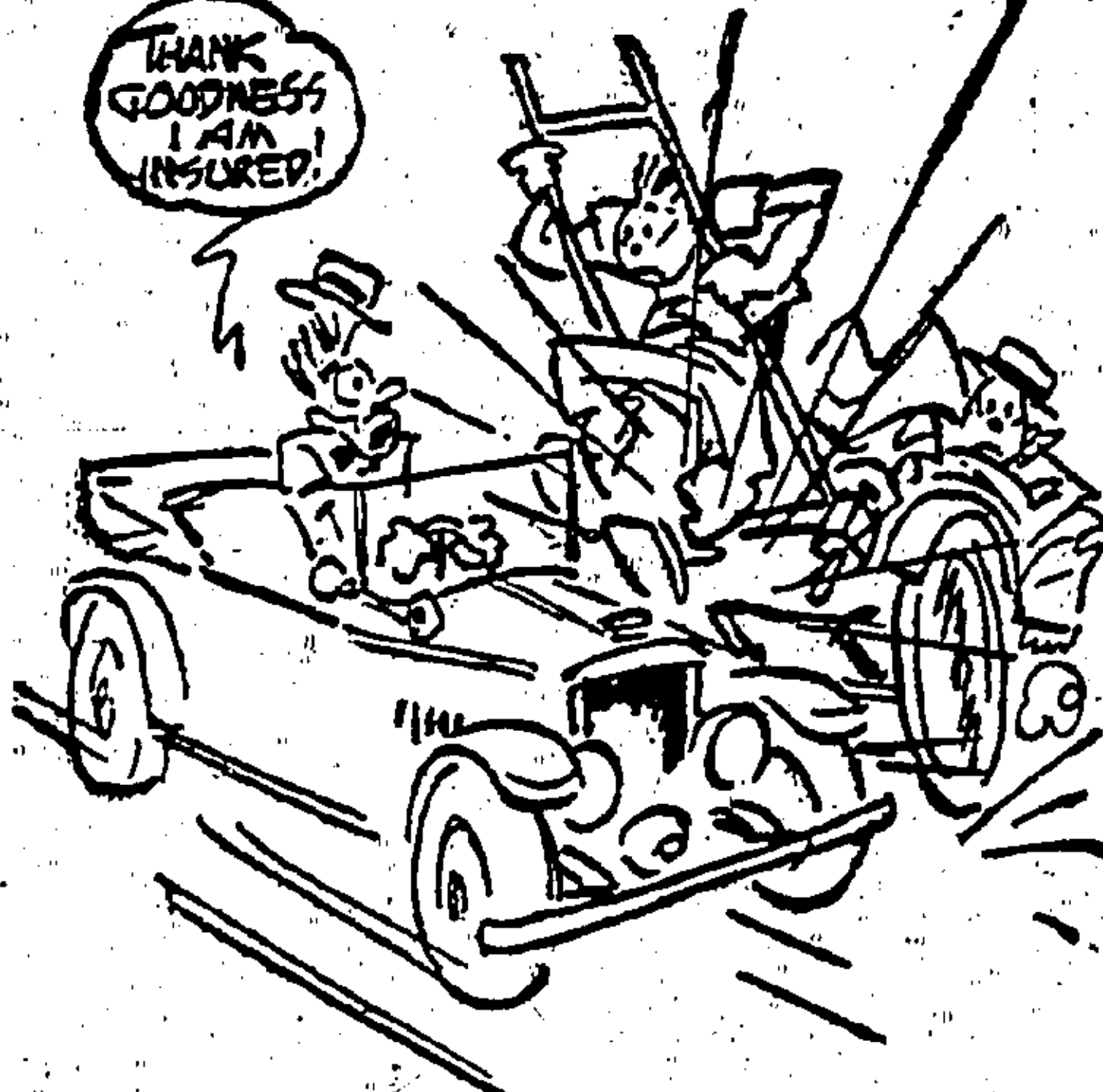
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HOW THE PIRATES PREY UPON SHIPPING.

A BLACK RECORD.

LIST OF PIRACIES DURING RECENT YEARS.

THE INCREASED ACTIVITY IN 1926.

A PROBLEM FOR THE CANTON GOVERNMENT.

Piracies are frequent in Chinese waters and the news that a boat has been captured and several people kidnapped or killed now arouses very little comment. The list below—which is by no means a complete one—of piracies committed within recent years will, however, possibly help to a realization of how trade is harassed and hampered by the gangs of robbers and murderers which infest South China.

The list furnishes a terrible indictment of the present Canton Administration. Since their regime—the number of these outrages has increased beyond measure. A person travelling by junk in the Canton delta now does so at the peril of his life owing to the presence of so many pirate gangs.

The Canton Government promised to attack and to clear Bias Bay of the pests, but nothing practical has been done. Troops were sent, ostensibly against the pirates headquarters, but they contented themselves with a demonstration against the political opponent. Great Britain offered to co-operate in the work but such co-operation was, to all intents and purposes, refused. And so the toll on life and property mounts up.

BIAS BAY PIRACIES.

January 21st, 1921.

S.S. *Kung Hong*. On the run between Hong Kong and Shan Mei. Pirated at 2.30 p.m. on December 16th, 1921, while on a voyage from Shanghai to Hong Kong carrying 230 Chinese passengers. The ship was taken to Tai Sam Bay where the pirates left the ship in a junk and made for Fan Lo Kong. Pirates to the number of approximately 25 boarded the ship in Shanghai. Property, money and jewellery to the value of about \$120,000 was stolen. The pirates were probably mostly natives of Fan Lo Kong and Nim Shan districts; some of them could speak English. They were armed with revolvers. One Chinese passenger was shot dead and his body thrown into the sea. Information was later given that the names of the leaders were:—(1) Thang Chiu Man of Wai Chau, (2) Ng Tai Kun of Fan Lo Kong, (3) Ng Tai Hi of Fan Lo Kong. All these had previous military experience.

December 15th, 1921.

S.S. *Kwong Lee*. China merchant S.S. Co. on Shanghai, Hong Kong, Canton run, was pirated off Amoy at approx. 12.15 p.m. on December 15th, 1921, while on a voyage from Shanghai to Hong Kong carrying 230 Chinese passengers. The ship was taken to Tai Sam Bay where the pirates left the ship in a junk and made for Fan Lo Kong. Pirates to the number of approximately 25 boarded the ship in Shanghai. Property, money and jewellery to the value of about \$120,000 was stolen. The pirates were probably mostly natives of Fan Lo Kong and Nim Shan districts; some of them could speak English. They were armed with revolvers. One Chinese passenger was shot dead and his body thrown into the sea. Information was later given that the names of the leaders were:—(1) Thang Chiu Man of Wai Chau, (2) Ng Tai Kun of Fan Lo Kong, (3) Ng Tai Hi of Fan Lo Kong. All these had previous military experience.

December 18th, 1921.

S.S. *Wah Sun*. Pirated between Ma Kung and Shan Mei at about 6.15 p.m. on December 18th, 1921, by about 10 men armed with revolvers, on the Hong Kong-Shan Mei run. Ship taken to Fan Lo Kong Creek. Money, jewellery and clothing to the value of \$21,000 stolen. Pirates came on board at Ma Kung as passengers. They spoke Hakka.

May 22nd, 1922.

S.S. *Wah Sun*. Also on Hong Kong-Shan Mei run. Pirated again while at anchor in Ping Hoi Harbour on May 22nd, 1922, by several men who came alongside in sampans. Ship taken to San Liu where the robbers left in sampans. Money, jewellery and clothing stolen to the value of over \$5,000.

October 4th, 1922.

S.S. *San On*. Pirated between Tai Po and Sha Yu Chung on October 4th, 1922, at about 5.30 a.m. On the Tai Po-Sha Yu Chung run. Taken to Hoo Kung where the robbers disembarked in a junk and sailed to Tai Tau Shan near San Liu (Bias Bay East). Nine men—spoke Hoklo and other dialects. They were armed with revolvers which they brought on board at Tai Po concealed in a clock. Money, jewellery and clothing stolen. No cargo stolen.

November 19th, 1922.

S.S. *Sui An*. Hong Kong, Canton and Macao—Steamboat Company—river steamer on Hong Kong-Macao run, pirated on November 19th, 1922, about 10 miles from Macao, while on a voyage from Macao to Hong Kong, carrying approximately 60 saloon passengers, 135 second class and 220 third class passengers. Pirates about 60 in number boarded the ship in Macao. They shot dead two Indian guards and wounded the captain, two guards and passengers. Ship taken to Tang Chau Island, N.E. of Bias Bay. Pirates left in sampans which came from the shore. Money, jewellery and clothing stolen to the value of over \$24,000. Pirates spoke Hakka and Hoklo and were all

armed with revolvers or rifles. Some of them had a knowledge of English. They were probably mostly natives of the villages in the Bias Bay area. Subsequently, on information, one man was arrested in a Shanghai boarding house in possession of 18 revolvers. He was supposed to have participated in the Sui An piracy. He was banished from Hong Kong for a period of 10 years and handed over to the French authorities in Shanghai. Several informers came forward after the piracy with information regarding the identity of the pirate but it is doubtful if any of the information was really accurate and no useful results were obtained from the information given. The piracy was reported General Chan Kwing Ming who was then in power in Canton and a Chinese gunboat carrying troops was sent to Bias Bay. A party of Police under Inspector Boulger embarked on the gunboat to watch the proceedings. The troops landed but made little effort to catch the pirates and no useful results were obtained.

October 23rd, 1923.

S.S. *Sanning*. River steamer, Shiu Hing S.S. Company, on Hong Kong-Kongmoon run, was pirated at 8.15 p.m. on October 23rd, 1923, off Castle Peak while on a voyage from Hong Kong to Kongmoon. She was carrying about 300 passengers. Pirates numbered about 35 men. The ship was taken taken to Tang Chau Island, Bias Bay N.E., and the pirates left in the ship's boats. The Captain, Chief Officer and one Indian guard were wounded. The pirates spoke Hakka, Hoklo, Mandarin and Punti, and were armed with revolvers which they smuggled on board in Hong Kong. Property, jewellery and money to the value of over \$20,000 was stolen. It was later reported by General Hung Shiu Lun that the pirate leader's name was Tin O Tau, a native of Waichau. An informer also reported the name of several persons who were supposed to have taken part. Most of the persons mentioned came from Waichau or the Fan Lo Kong and Nim Shan districts.

December 27th, 1923.

S.S. *Hydrangea*. On Hong Kong-Swato run, was pirated at about 6.40 p.m. on December 27th, 1923, off Single Island near Bias Bay, while on a voyage from Hong Kong to Swatow. She was carrying about 500 passengers and was taken to Bias Bay. The pirates numbered approximately 45 and spoke Hakka and Hoklo dialects. They were armed with revolvers and rifles. Money, jewellery and clothing to the value of \$23,500 was stolen, also part of the cargo, i.e., 10 cases of piece goods to the value of \$10,000. The pirates, who came from Fan Lo Kong and Nim Shan districts went ashore in the ship's boats. As a result of representations made to the Chinese Authorities, Comdr. Wong Fuk Chi under the orders of General Chan Kwing Ming carried out two expeditions against the pirates in the Nim Shan, Shan Mei and Ping Hoi districts, as a result of which 7 men believed to have taken part in this piracy were subsequently shot. One of these was a pirate leader named Tin Ah Wong, the brother of Tin O Tau, mentioned in connection with the *Sanning* piracy. Another pirate leader, shot, was named Tang Kong. Several villagers who opposed the Military in the raids in the districts mentioned, were also shot and their houses were burned. One of the pirates shot, named Lo Kan, admitted participation in this piracy and gave the names of several of his confederates; he also stated that the pirates were not all acquainted with each other but were collected together by several sub-leaders. His particular sub-leaders were Chu Cheong, a native of San

Yu, and a man named Cheung Mau Sang, also of San Yu. He further stated that 30 men took part in the piracy. The arms used were presumably smuggled on board in Hong Kong. Three revolvers used in the above piracy were recovered by Commander Wong Fuk Chi in his operations and returned to the Hong Kong Police. Later Commander Wong Fuk Chi carried out a raid at Ping Shan as a result of which five men believed to be pirates were shot.

October 3rd, 1924.

S.S. *Ning Shin*. Shanghai-Foochow run, was pirated at approximately 3 p.m. on October 3rd, 1924, one day out of Shanghai while on a voyage from Shanghai to Foochow. The ship was carrying 30 cases of silver bars consigned to the American Oriental Bank, Foochow, value approximately \$7,000 tael. Thirty-four pirates boarded the ship at Shanghai as passengers. About 250 Chinese passengers were on board. One quartermaster was killed and one sailor wounded. The ship was taken to a place off Tres Point, Bias Bay, where sampans came alongside. The pirates then discharged the silver and other cargo, together with the loot taken from the passengers, into the sampans which then made for Sun Liu. The pirates who were armed with revolvers presumably smuggled their arms on board at Shanghai. They came from the Nim Shan and Fan Lo Kong districts. Communication was at once made with General Ip Kui at Wai Chau who sent an expedition to Nam Shan under a commander named Lung Fai Ting. It was later reported on fairly good authority that this commander succeeded in rounding up many of the pirates and recovering most of the silver bars stolen but the pirates were released on payment of a large sum and the silver bars were appropriated by his troops. However, another expedition was later sent under the orders of General Hung Shiu Lun with Commander Wong Fuk Chi in command. The latter corroborated the statement above regarding Lung Fai Ting and further stated that the silver had been melted down and made into silver coins. In February, 1925, Comdr. Wong Fuk Chi succeeded in effecting the arrest of one San Ma at Tai Pung. This man admitted participation in this piracy and stated that Lam Toi Sau (a notorious pirate) a Hakka, a native of Cheung Pai Village in Fan Lo Kong district, was the leader in this piracy. He also gave the names of several of his confederates. His story was to the effect that the pirates went to Shanghai via Hong Kong in a B. & S. steamer. He stayed with others at the Hoo Kung boarding house in Hong Kong before leaving for Shanghai (his statement was verified and found to be true). The arms were purchased in Shanghai. Eighteen men accompanied him via Sha Yu Chung to Hong Kong. His share of the loot was 40 pieces of silver, \$40 in one dollar coins and some serge clothing. The pirates known to him came from the Bias Bay area. There were several other pirates, unknown to him, in this gang. This ship did not come under the Hong Kong Piracy Prevention Ordinance.

January 13th, 1925.

S.S. *Hong Hua*. Ho Hong S.S. Company of Singapore, running between Rangoon, Penang, Singapore, Hong Kong, Swatow and Amoy, was pirated six days out from Singapore on January 13th, 1925, at 8.40 a.m. while on a voyage from Singapore to Hong Kong. She was carrying 257 passengers. The pirates numbering about 30 (armed with revolvers) took the ship to Tang Chau Island, Bias Bay and left the ship in the ship's boats taking with them money, jewellery and clothing to the value of \$53,360. From information received it would appear that the pirates came mostly from Nam Shan or Fan Lo Kong and travelled to Singapore where they procured arms and boarded the ship as passengers. The leader of this gang is said to be a man named Lo Ah Chui, a native of Fan Lo Kong. The ship's wireless was immediately put out of action by the pirates. Hakks and Hoklo was mostly spoken by the pirates but some spoke Fokien and a few Punti. This ship did not come under the Hong Kong Piracy Prevention Ordinance. At the time this piracy was committed General Hung Shiu Lun and Commander Wong Fuk Chi happened to be in Hong Kong. On the suggestion of the Captain—Superintendent-of-Police an expedition was organised consisting of members of the Navy, Army and Police in Hong Kong and headed by Commander Wong Fuk Chi. The party left for Hong Kong, Bias Bay in a naval tug where a party of some 120 of Wong Fuk Chi's soldiers were embarked and taken to Fan Lo Kong bay. A landing was effected and raids were made on Kwai Chau, Hai Chau, Nim Shan and Fan Lo Kong. The Police were present in these raids. As a result 16 men were arrested. They were in possession of various articles of property obviously illegally obtained. Some Singapore money was also found.



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The 16 men were sent to Wai Chau for trial, and some of the houses occupied by them were burnt, but 12 of these were released after enquiry. The four remaining prisoners were kept in custody for several months at Wai Chau but after the city fell into the hands of General Chiang Kai Shek, these four were released. At Fan Lo Kong a man in one of the houses raided, fired on the troops who had come to search. This man was summarily shot; he was in possession of a revolver and an automatic. He turned out to be a man called Chan Shui Wai alias Yeung Ah In, a well known robber and pirate.

February 8th, 1926.

S.S. *Jade*, Shun Cheung S.S. Co., 6, Consuaght Road Central, running between Haiphong, Kwang Chow Wan and Hong Kong, this vessel was pirated on February 8th, 1926, 8 hours out from Kwang Chow Wan on her way to Hong Kong. She is a cargo ship, and was carrying 100 tons of general cargo, and bullion valued \$22,000. There were 10 3rd class passengers. Seven of these were the pirates. They took the ship to Bias Bay and arrived off Fan Lo Kong at 10 a.m. on February 10th. They were taken right up the creek, where it was in 34 fathoms of water, and about 500 yards from the shore. The pirates called two sampans which took off all the pirates and the bullion. The pirates boarded the ship at Kwang Chow Wan.

March 6th, 1926.

S.L. *Tai Yau*. H.M.S. *Durban* reported on March 7th, 1926, as follows:—"Loi Ping Sun, 45 years, Captain of the steam launch *Tai Yau*, tonnage 92 tons, owned by the Chuan Company, Swatow, stated:—"On March 6th, 1926, I sailed from Tai Sam Mi about 6 p.m. with 47 passengers and about 89 baskets of salt fish as cargo. When leaving Tai Sam Mi, six Chinese males, who had boarded the ship before leaving as passengers, produced revolvers and seized the ship. They tied up myself, Compro and Chief Officer and then ransacked the ship, taking all the money from the passengers. They took the ship to Fan Lo Kong (near glass factory), where they left at about 7 a.m. to-day, March 7th, taking all the money and some clothing with them. When leaving they told us to leave at once and go full speed or other pirates would catch us. I have never seen any of these men before and could not recognise them again." This launch is on the Sun Mei-Swatow run.

March 25th, 1926.

S.S. *Hsin Kong*. China Merchants S.N. Co., was pirated on the journey from Shanghai to Canton, when she was near Swatow on March 25th, 1926. The pirates took the ship to Bias Bay and transferred ashore cargo and loot from the passengers by means of a boat which was lying in readiness at an arranged spot. The piracy was reported in the Press. The Hong Kong Police had no report or details.

(Continued on next Column).

JUNK CUT IN TWO. SUNDAY EVENING'S INCIDENT.

CREW SAVED.

The s.s. *Van Heuts* (Dutch) while on the way from Swatow to Hong Kong collided with a junk on Sunday evening at about seven o'clock.

According to a report by the master of the *Van Heuts*, it appears that the junk suddenly loomed up in the darkness on the port bow of the steamer. The engines were at once reversed and the helm put over.

The junk, however, approached quickly and was hit amidship and cut in two. Life-boats were immediately lowered and the crew were all rescued.

The wreck, which is in position 23° 5' N. 116° 25' E. 22° 6' N. 116° 25' E., is considered dangerous to Navigation.

ATTEMPTED ARMED ROBBERY.

SMART POLICE ARREST.

Before Mr. R. E. Lindsell yesterday afternoon at the Central Magistracy, Inspector Grant of the Kennedy Town Police Station, charged a Chinese with attempted armed robbery last week.

The defendant was alleged to have been implicated, with two others not in custody, in an armed robbery at a shop in 335 Queen's Road West. They knocked at the door and entered on the pretence of telling the *foki* that a relative of his had been taken ill. Believing them, the *foki* went to the address in question, but found "his informant's" tale to be false. He then hurried back to his shop where he found defendants in the act of opening the safe. Disturbed, the three men made good their escape, but a chase by the Police followed and defendant, who is believed to be the leader, was eventually arrested in Water Street. The key of the safe, which defendant obtained by intimidating the book-keeper, was found in his possession.

Knives and daggers were later found in the shop but nothing was stolen. The case was remanded until Friday.

July 13th, 1926.

S.S. *Kwong Lee*. China Merchant ship, Pirated outside Hong Kong on July 13th, 1926. No report was made to Hong Kong Police.

August 21st, 1926.

S.S. *Sandviken*. A Norwegian vessel, left Canton for Swatow and Shanghai on August 21st, 1926, with one European lady and 120 Chinese passengers on board. At about 6.30 p.m. on the same night when about 4 miles south of Waglan Light she was pirated by 23 pirates.

October 1st, 1926.

S.S. *Hsin Fung*. The report of this piracy was given in the local Press.

November 16th, 1926.

S.S. *Sanning*. The details of this piracy have been fully reported in the local Press.

(Continued on page 8.)

ANOTHER LARGE SHIP PIRATED.

THE "SEANG BEE" CAPTURED.

OFFICERS SURPRISED WHEN TAKING BREAKFAST.

FIVE PASSENGERS KIDNAPPED.

VALUABLES WORTH OVER \$100,000 STOLEN.

A CONSIDERATE PIRATE CHIEF.

The terrible record of pirate activities in the China Sea during recent years is given on page 4. The latest outrage is the capture of the *Seang Bee*, a large vessel bringing mail from Singapore to Hong Kong. There were over 700 passengers on board, 12 European officers, including engineers and three wireless operators, and a crew of 150.

The pirates, as usual, had gone on board as passengers. On January 27th they surprised the officers whilst they were having breakfast. A few random shots were fired and the bridge was rushed. There was no time to organise opposition. Within a few minutes the vessel was completely in the hands of the gang, and under their instructions it was taken to Bias Bay. The passengers were relieved of their valuables en route and when "headquarters" were reached the pirates left in the ship's boats. They took the Captain with them. He was held prisoner for two and a half hours and then released. Upon his return the vessel was free to continue its journey to Hong Kong, which it did, arriving here yesterday at mid-day. Everything worked smoothly and in accordance to programme. Five passengers were taken for ransom, but apart from this no one was injured. No cargo was touched but it is estimated that the haul of valuables was worth over \$100,000.

As a matter of fact, as far as piracy will allow, the pirate chief appeared to be a very considerate individual. The Captain's gun was thrown overboard by one of the pirate gang. This displeased the leader and in order to make what amends he could he gave the Captain \$200 with which to buy another weapon. Another member of his band relieved the ship's doctor of his gold watch and chain but apparently this was not in accordance with the rules and the pirate chief took the articles from his subordinate and returned them to their owner.

The *Seang Bee* was pirated on the morning of January 27th, when she was about 730 miles from Hong Kong. The steamer left Singapore at noon on January 24th with 720 deck passengers, 24 passengers, and about 1,500 tons of cargo. On arrival at the Kowloon wharf at 1 p.m. yesterday she was boarded by police officers to make enquiries. Among them were Mr. T. H. King (Director of Criminal Intelligence) and Chief Detective Murphy.

How the Pirates Seized the Ship.

The *Seang Bee* was seized on the morning of January 27th, in the usual way by pirates who had embarked on the ship as passengers. At about 9.15, when the European officers were at breakfast in the saloon, shots were heard from different points of the vessel. The officers at first thought that a passenger had run amok, but when shots came into the saloon, hitting the ceiling and floor, they quickly realised what had happened.

Pirates were at every window of the saloon with levelled guns, and the officers, including the Captain, who were having their breakfast, had no option but to put their hands up. They were seized and mustered on the deck.

Pirates Rushed the Bridge.

The third officer, Mr. P. Cullen who was on watch, was seized by four armed men. He was sent back to his cabin and was told by the pirate chief to lock himself in. The leader also gave instructions to his subordinates not to rob Mr. Cullen, and this officer was also told that if he had anything taken away from him, he was to report to the No. 1 pirate, who would restore any property taken from him.

Captain's Story. Interviewed by a *Daily Press* reporter, Captain E. M. Cotton, the master of the *Seang Bee*, stated that the attack was made at 9.15 on the morning of Thursday, whilst the officers were at breakfast. About ten pirates rushed the saloon, firing blank shots and threatening to shoot all who did not hold up their hands. The attack was so sudden that no resistance was made and the officers and passengers submitted to being searched.

Later the officers were all taken to their cabins, and their revolvers were confiscated. Each officer was in the charge of two armed men. After a short while, the officers were again taken back to the saloon and there confined under the guard of four robbers. That day they were allowed to have their meals in the saloon, but they did not see the saloon again after that day until this afternoon.

The remainder of the pirates carried out a systematic search of all the passengers' luggage, taking all the money, jewellery and valuables they could find. After looting the passengers, the officers were taken back to their respective cabins, and there kept under guard. The No. 1 pirate gave orders to the stewards for all meals to be served in the cabins. The saloon was used as the pirates' headquarters, where the loot was stored. The wireless operators were given first class cabins and were not allowed back to their rooms, which were occupied by the robbers.

The day after the attack, the pirate chief slept in the Captain's cabin for several hours, and when he woke up, he gave instructions to the master that the ship must pass outside Hong Kong in the dark and to reach Bias Bay between two and three o'clock in the morning. This

Several of the pirates spoke fairly good English. The pirate chief apparently did not speak English. They all seemed well seasoned men and not new to the job. Several of them kept mentioning the *Hong Wo*, from which it may be gathered that they were involved in the piracy of that ship about two years ago.

Wireless Dismantled. The pirates also took control of the wireless operating room. The outfit was put out of order by the robbers, who severed several of the wires.

Mr. W. B. Charlton was the wireless operator on duty at the time of the attack. As a matter of fact he was the first to know that anything was amiss.

Mr. Charlton was held up from behind by an armed pirate, and in less than a minute several more pirates entered the wireless room, and began tampering with the apparatus. The instruments were, however, not much damaged.

How the Engine Room was Seized.

The pirates first made their appearance in the engine room at about 9.30 a.m. on the day when the ship was seized. The fourth engineer, Mr. J. Rankin, who was on duty was held up by three pirates. The pirates after searching the engine room thoroughly and finding that there were no arms concealed, allowed the watches to be changed in the usual way. An armed guard was kept in the engine room throughout the four days of pirate control and the officers were escorted to and from the engine room.

The Second Mate's Version.

Mr. J. Connor, the second officer, when interviewed by our representative said that the pirates, about 40 in number, were all fairly well dressed in Chinese clothes. After seizing the ship they told the officers that there would be no trouble, as long as no ship came to their assistance. The pirates said if any ship attempted to interfere, the *Seang Bee* would be set on fire and they would all sink together.

It was about 12 o'clock that the pirates allowed the Captain, the Chief Officer and the second mate on the bridge to take sights to fix the ship's position and from that time onward the officers were allowed to carry on, but always with a guard of six men on the bridge.

The pirates ordered the course to be set for Bias Bay. When the pirates were told that the *Seang Bee* would probably make Hong Kong about five o'clock on Sunday, the No. 1 pirate, who was a well-dressed and intelligent looking man, indicated that he did not want to make Hong Kong before 8 o'clock and ordered the course to be altered. This was done and at about four o'clock on Sunday, land was sighted.

Waglan was sighted at about seven o'clock on Sunday evening, and soon after a ship crossed the *Seang Bee's* bows, and the pirate vessel had to slow down and alter course towards Waglan. The pirates got suspicious and there was a rush at the bridge and about twenty pirates, armed and crowded round with threatening gestures. The Captain then altered course till Waglan light was ahead, and set course for Bias Bay.

The *Seang Bee* arrived at Bias Bay at three o'clock in the morning yesterday. The pirates wanted five boats lowered, but the officer on the watch lowered two of the biggest boats. The robbers got into them and took away five Chinese first class passengers.

The captain happened to pass by, and the pirates ordered him to accompany them. The boats were manned by the ship's crew as none of the pirates could handle an oar. The captain and the boatmen returned to the *Seang Bee* about two and a half hours later, after the passengers had landed with their loot and captives.

The *Seang Bee* then immediately made for Hong Kong. The wireless operators were released from their cabins, and after setting the instruments right, news of the piracy was communicated to Hong Kong.

The Haul.

The pirates left the ship with a valuable haul. A conservative estimate of the booty is at over \$100,000. One passenger alone lost over \$10,000 in money and jewellery, the compradore lost about \$5,000 and the passenger's steward was also deprived of \$5,000.

All the European officers, excepting the third mate, suffered some loss. The Chief Officer lost 300 rupees; the second mate \$30; Dr. N. H. Carlos, the ship's doctor, lost \$341. He also had his gold watch and chain taken away by one of the pirates, but these were later returned to him by the No. 1 pirate.

Kidnapped Passengers.

The names of the five passengers taken away by the pirates for ransom are:—Goh Ah Min, a merchant on his way to Swatow; Koh Yew Tong, a boy of fourteen; Yap Ho To, merchant; Lok Sin Po and Ng Hai Kim.

The Officers.

The officers of the vessel are:—Master: Capt. E. Cotton. Chief Officer: Mr. D. McNeil. 2nd Officer: Mr. J. Connor. 3rd Officer: Mr. P. Cullen. Chief Engineer: Mr. E. P. Lee. 2nd Engineer: Mr. J. B. Jones. 3rd Engineer: Mr. C. Bellotti. 4th Engineer: Mr. J. Rankin. (Continued on next column.)

THE REV. G. R. LINDSAY.

PENDING DEPARTURE OF VICAR OF ST. ANDREW'S.

HIS THANKS TO PARISHIONERS.

As announced yesterday, the Rev. G. R. Lindsay, for seven years Vicar of St. Andrew's Church, Kowloon, is leaving the Colony at the end of April. Lindsay says he will be unable to return from furlough to resume duties at Kowloon.

The full message in *St. Andrew's Church Messenger*, in which he announces his departure, reads as under:

"It will come as a surprise to you as it has come as a shock to me that owing to circumstances which have arisen at my home in England, I am unable to return to Kowloon after my furlough this year. We are therefore compelled to change our cherished plans for the future of the work here and to bid you farewell on April 30th."

These have been seven very happy years. You have been so consistently kind and generous to me and to mine that I do not care to think of saying good-bye. I simply cannot say what I feel for my roots are so deep in St. Andrew's that I feel almost part of it.

It has been a privilege indeed to see so many changes and developments in our Church life, but a greater joy still to witness God working in the hearts of men.

Nevertheless in the light of my departure, I regret that of one's labour is a humbling experience. One sees so much that one ought to have done. All I can do now is to work away with a will till I leave. I shall have much more to say later, but I ask you to remember the members of the Vestry as they seek to be guided in their choice of my successor."

Wireless Operators: Mr. W. B. Charlton, Mr. T. R. Stevenson, and Mr. F. Rhodes. Dr. Carlos is the ship's doctor.

The "Seang Bee."

The *Seang Bee* is one of the steamers of the Seang line operated by Messrs. Lim Brothers, whose local agents are Messrs. Tuen Kee Hong, No. 2, Cleverly Street. She is under British registry and is a twin screw steamer of 5,849 tons gross. The vessel was built by Messrs. Harland and Wolff at Belfast, in 1891. Her dimensions are: Length, 455.5 feet, breadth, 49.1 feet, depth, 22.7 feet.

The crew of 19 British officers and 155 Chinese. Captain E. M. Cotton is the master. He has been in the *Seang Bee* for many years.

Ship's of the *Seang Bee* class often carry more than a thousand passengers on the up trip, and the number this time was well up to the average on account of the Chinese New Year.

The *Seang Bee* is not fitted with anti-piracy grilles, and she carries no Indian guards. Her top deck could easily be reached from many directions, and there is no possible means of holding pirates in check.

Mr. Ling Po Yu, the Manager of Messrs. Tuen Kee Hong, stated yesterday morning that as far as the local agents are aware, the *Seang Bee* had aboard the usual general cargo, and there might also be bullion. The ship left Amoy just a month ago and the round trip by way of Hong Kong, Singapore, Penang and Rangoon would have occupied a little over 40 days. The vessel is on the emigration traffic between Amoy and the Straits Settlement.

The First News.

The first news of the piracy to reach the Colony was received in a wireless message from the vessel early yesterday morning, addressed to the Naval authorities, and the local agents of the steamer. The message simply stated that the *Seang Bee* was captured by pirates on Thursday last, and that she was later taken into Bias Bay.

When the first message was despatched the vessel was anchored off Low Island, Bias Bay. Later a further wireless message was received from the steamer, which stated that she was on her way to Hong Kong, and would arrive during the afternoon.

Very early yesterday morning, the Police roused Mr. To See Tuen (principal of Messrs. Tuen Kee) and he went to meet the returning *Seang Bee*. It will be recalled that Mr. To gave evidence on behalf of the Aberdeen mason who was charged in connection with the Sunning piracy.

In the ordinary course of events the *Seang Bee* would have arrived here on Saturday with the London paper mail of December 30th via Negapatnam.

At first it was intended that the vessel should go to moorings at No. 29 buoy in the harbour, but the Police chose the Kowloon wharves instead, to facilitate search and investigation.

The *Seang Bee*, however, went to a buoy in mid-stream about three hours after she had berthed alongside the wharf. This was done in order to let the Police complete their enquiries.

The exact amount of the loot, of course, cannot be ascertained until the Police have completed their investigation.

The *Seang Bee* will sail from here on Wednesday morning.

FULL PROTECTION

FOR FOREIGNERS

STATEMENT BY THE CANTON EXECUTIVE.

MYSTERIOUS POISONING CASE.

CHINESE VISITORS FROM HONG KONG CONCERNED.

[FROM OUR CHINESE CORRESPONDENT.]

In order to allay the fears of foreign residents in South China, the Central Executive Committee of the Kuomintang Party in Canton is issuing a statement assuring them of full protection.

The long drawn out strike of the members of the Tea House Union in Canton has finally been settled by the employers granting higher wages and better service conditions to the waiters. Tea houses do a large amount of business every Chinese New Year, and there was a great desire to settle the strike before the holidays.

It would seem, however, that fish will be lacking at the New Year feasts as the *fokis* to the Fish Market, or *Fai Lan*, have now gone on strike.

Of the 453 labour unions in Canton 154 are registered with the Bureau of Agriculture and Labour; 25, with the Police; and 278, with other departments of the Canton Administration.

The mechanics and the traffic department employees of the Chinese Section of the Canton-Kowloon railway have not yet patched up their difference over political matters and it is feared that the feud may be renewed.

The Kuomintang desire to ignore the celebration of the Chinese New Year altogether is not receiving the support of the Printers' Union.

The owners of newspapers do not object to the abolition of the practice of suspending publications for the five days before and after the New Year, but the printers do, and since January 27th, there have been no newspapers in the Southern Capital. The next issue of Canton newspapers will be February 6th. The Printers Union has branches in more than 35 of the 90 administrative districts of Kwangtung.

Two young women and a young man going to Canton on a visit from Hong Kong, have become involved in a mysterious case in a Canton hotel. The young man was found poisoned, and the two women, who are said to be nurses, are under suspicion of having been concerned in the matter.

The 55,000 strikers registered with the Strike Committee in Canton will be given \$10 each before the Chinese New Year. This will be the second instalment of the \$100 promised each striker on October 10th last.

TELEPATHY AT THE QUEEN'S.

PROF. MAXIMILIAN LANGSNER'S EXHIBITION.

The exhibition of Telepathy given last night in the Queen's Theatre by Professor Maximilian Langsner was most interesting and well attended.

There can be no doubt that he is an experienced and accomplished telepathist, but it proved hard for him to exercise his powers to an audience many of whom were inclined to treat his performance in a spirit of levity, and with assistants who offered themselves voluntarily, and proved, in several cases, to lack the necessary powers of concentration. The public has not realised sufficiently clearly the difference between the science of hypnotism and "Masklyn and Devants."

The most impressive part of Professor Langsner's exhibition, was his hypnotic cure of two stammerers, one a Chinese youth, stated (and this was corroborated by his friends) that he had stammered for 24 years. Within 5 minutes he spoke clearly and without any hesitation. The Professor assured us it would prove a permanent cure, if the patient refrained from testing meat for a month, but with New Year so close at hand one wonders if the patient will be able to fulfil his part of the treatment.

FURTHER REPLY IN

FURNISHING DEPARTMENT.

Wm. POWELL, Ltd.

NOTICE.

NOTICE is hereby given that for FOUR days during CHINESE NEW YEAR HOLIDAY (from Feb. 2 to Feb. 5 inclusive) this COMPANY will be closed to business. Patrons are requested to send in their February orders before the end of January.

THE WING ON CO., LTD.

January 28th, 1927.

COLUMBIA NEW-PROCESS RECORDS

EVLYN HOWARD-JONES—Pianoforte Solos

MOONLIGHT SONATA (Bethoven)—
PART 1.—Adagio sostenuto (First Half);
PART 2.—(a) Adagio sostenuto (Continued); (b) Allegretto;
PART 3.—Presto agitato (First Half);
PART 4.—Presto agitato (Continued).

ANDERSON'S.

ASK FOR MO SHEUNG CIGARETTES.

They have rapidly come into favour with discriminating smokers owing to their delightful flavour and aroma.

Only well-matured Virginian tobacco used.

On sale at all tobacconists.

NANYANG BROS. TOBACCO CO.



INTIMATIONS.

CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the CHINA FIRE INSURANCE COMPANY, LIMITED, will be held at the Registered Office of the Company, Union Building, Pedder Street, Victoria, in the Colony of Hong Kong, on TUESDAY, the 15th DAY of FEBRUARY, 1927, at 12.30 P.M., when the Subjoined Resolution will be proposed:—

- (1) That in Article 65 in line 2 thereof the words "and place" be deleted and that at the end of such Article, the following words be added: "All meetings of the Company shall be held in Hong Kong or in such other place outside the United Kingdom as the Directors may from time to time determine."

(2) That in Article 89 in the first line thereof the word "shall" be deleted and the word "may" be inserted.

(3) That between Articles 108 and 109, the following new Article be inserted:—

"Place of Meetings."—All meetings of Directors shall be held in Hong Kong or in such other place outside the United Kingdom as the Directors may from time to time determine."

(4) That in Article 122 (b) in the third and fourth lines thereof the words "both in Hong Kong and" be deleted and in Article 123 (d) in the fourth line thereof the word "and" be deleted and the word "or" be inserted.

Should the above mentioned Resolution be passed by the requisite majority, it will be submitted for confirmation as a Special Resolution to a further Extraordinary General Meeting, and such Meeting will be held on Friday, the 4th day of March, 1927, at the same time and place, for the purpose of considering and, if thought fit, confirming such Resolution as a Special Resolution accordingly.

Dated this 31st day of January, 1927.

By Order of the Board,
PAUL LAUDER,
General Manager.

BRITISH TRADERS' INSURANCE COMPANY, LTD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the BRITISH TRADERS' INSURANCE COMPANY, LIMITED, will be held at the Registered Office of the Company, Union Building, Pedder Street, Victoria, in the Colony of Hong Kong, on TUESDAY, the 15th DAY of FEBRUARY, 1927, at 12.15 P.M., when the Subjoined Resolution will be proposed:—

- (1) That in Article 65 in line 2 thereof the words "and place" be deleted and that at the end of such Article, the following words be added: "All meetings of the Company shall be held in Hong Kong or in such other place outside the United Kingdom as the Directors may from time to time determine."

(2) That in Article 80 be deleted and in lieu thereof the following Article be substituted:—

"Place of Meetings."—On a show of hands every member present shall have one vote, and upon a poll every member present in person or by proxy shall have one vote for every share held by him. No member shall be entitled to vote on a show of hands unless such member is a corporation present by a proxy or a company present by a representative."

(3) That in Article 122 (b) in the third and fourth lines thereof the words "both in Hong Kong and" be deleted and in Article 123 (d) in the fourth line thereof the word "and" be deleted and the word "or" be inserted.

(4) That between Articles 108 and 109, the following new Article be inserted:—

"Place of Meetings."—All meetings of Directors shall be held in Hong Kong or in such other place outside the United Kingdom as the Directors may from time to time determine."

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Dated this 31st day of January, 1927.

By Order of the Board,
PAUL LAUDER,
General Manager.

INTIMATIONS.

GRO. G. SANDEMAN SONS & Co.

With mirth and laughter let old wrinkles come;
And let my liver rather heat with wine,
Than my heart cool with mortifying groans.
Why should a man whose blood is warm within,
Sit like his grandfathers cut in alabaster?
Sleep when he wakes! And creep into the jaundice
By being sober?

Merchant of Venice. Act 1, Sc. 1.

Fine SHERRIES

Grown, Bottled and Shipped by

GRO. G. SANDEMAN SONS & Co.

Xeres de la Frontera and Oporto.

DUTY PAID.
Per Case. Per Bot.

Light Dry ...	\$35.00	\$3.00
Solera ...	37.00	3.10
Very Pale Dry ...	40.00	3.40
Pale Dry Nutty ...	44.00	3.75
Fine Old Brown ...	47.00	4.10
Brown Bang ...	57.50	4.85

and Fine PORTS

Invalid ...	\$42.00	\$3.70
Douro ...	41.00	3.80
Old Tawny ...	44.00	3.80
Estrella ...	49.00	4.25
Very Old Tawny ...	64.00	5.50
Oldest & Finest ...	66.00	5.75

A. S. WATSON & CO., LTD.

Wine and Spirit Merchants.

[50]

MARRIAGE.

CLEAR—JOHNSON.—On January 28th, at Shanghai, ARTHUR WILLIAM, eldest son of H. W. CLEAR, of Leicester, to MARGUERITE JANIE, youngest daughter of E. GROVE JOHNSON, of Brentwood, Essex.

DEATHS.

TUTTLEMAN.—On November 13th, at Los Angeles, I. G. TUTTLEMAN.
BESLEY.—On January 25th, at Shanghai, PERRY MONTAGU BESLEY, L.R.I.B.A.
CROOKS.—On January 28th, at Shanghai, ROBERT REX CROOKS, aged 47 years.

Hong Kong Office: 11, Chater Rd.
London Office: 121, Fleet St., E.C.

The Daily Press.

HONG KONG, FEBRUARY 1st, 1927.

CHINA AND NATIONALISM.

It can be accepted as a fact that a great deal of what is going on at present in China is carefully stage-managed, with a view to infusing into the populace that spirit of unity and purpose which will once more give them control in the affairs of their own government. Some of those in authority are not over-scrupulous in their method, and seem to think that the militarists, who regard the people simply as something upon which they can prey, have to be overcome by any means, however bad, that suggest themselves.

There are two factors on which they rely in order to realise their aim. First there is the Russian power from which they draw their knowledge of propaganda organisation. This propaganda, to be effective with the illiterate class, has to be as lurid and extreme as possible. Regard for the truth or consideration for the niceties of civilisation

usage are matters of minor consideration when appealing to the masses. Hence the parade at Foochow of the dead babies, whose eyes the foreigners had gouged out, according to the story, to make medicine for themselves. No person pretending to knowledge believed anything of the sort, but if a lie will rouse people from their lethargy and make them show interest in their country, a lie will be used no matter how revolting to others outside the movement. The whole incident was a sad commentary on the gullibility and appalling ignorance of the masses.

The other consolidating factor is British imperialism. It is against this apparently that the ire of the people can best be raised. In a way this feature of the campaign is a compliment to ourselves, for it means we have been selected because our interests are so widespread and so spectacular. No other nation could have served the same purpose for rallying the disunited elements, for no other nation has penetrated with its influence into so many parts of China. We are regarded as the head and trunk of the foreign body.

This may be all very well from the Chinese point of view at present though it produces disastrous consequences for us, but the danger of concentrating the minds of the nation by appealing to the lowest passions, will involve grave difficulty when unity is gained, if such a consummation is ever achieved. The day of reckoning comes when the fair promises of prosperity and universal happiness made just now to depend on the destruction of British influence have to be made good. Conditions will not improve and then it will be found that the British in China have no more to do with the corrupt political system and the degrading economic conditions prevailing than the British in Japan have to do with the internal situation in that country. A great deal has been written on the National ideals and aims of the Canton party. These have been welcomed and approved by all British people, but the methods which are being pursued to achieve these ideals are in many cases so disgraceful that the movement itself necessarily tends to become suspected. There are three phases in the use of force in China. There is first of all the ordinary bandit, who makes a good living by the usual methods of terrorism, kidnapping and murder and then by levying toll on villages and cities in return for a measure of protection. There is next the Tsuchun, with forces too large to be called bandits, but only different from the latter in carrying on their operations on a much bigger scale. In both these cases, the people groan and suffer under the yoke and submit with ill grace. Now the Southerners have improved on the methods of the first two. Taking

advantage of the spirit of discontent against their former masters, which is widespread, they have made the discovery that they can achieve the same results on a far greater scale not in spite of, but with the co-operation of the people.

This is the last phase of the movement. A genuine national movement, it is argued, would consolidate the South and prove by reforms, political, social and educational, that it was thoroughly sincere in its aim.

But there is the same lust for power, the same anxiety to control the rich centres; the same vexatious levies, and heavy taxes, the same vast armies, as before. There is no time for setting up model administrations except in wordy documents. We ourselves have no desire to discredit the national movement, which, if really genuine, is the one hope of China, but a movement must be judged by its fruits and not by the grandiose promises which its leaders make. In other words, we feel that the events, which have recently characterised its development, are not a wholesome testimony of its purity, and that unless it sheds its malign influences, and pursues its course with cleaner hands, the last state of China under such unscrupulous leaders will be worse than the first.

One Chinese case of diphtheria and one Indian case of rabies were reported on Sunday.

Mrs. Black has resigned the Hon. Secretaryship of the St. John's Cathedral Women's Guild, and Mrs. Featherstone has been elected to the office.

As a result of the recent concert given by the Hong Kong Male Voice Choir on behalf of St. Peter's Church Repair Fund, the sum of about \$270 has been raised.

The social gatherings on Sunday evenings at St. John's Cathedral have been well attended, and it is hoped to continue them this month, every fortnight, viz., on the 8th and 20th.

A number of overcoats, placed on the table at the entrance to the dress circle of the Theatre Royal on Saturday night, are reported to have been stolen during the pantomime performance.

The forthcoming wedding is announced of Mr. H. des Remedios, bank assistant, of No. 608, Avenue Joffre, Shanghai, to Miss Phyllis Maria d'Almada Castro, residing at No. 1, Lyemun Villas, Mody Road, Kowloon.

It is announced in St. John's Cathedral Notes that boys' voices are required for the Cathedral Choir. Boys wishing join the choir, should apply to the organist at the Cathedral on Tuesday evenings, between 5 and 6 o'clock.

Scholarships (taking the form of free education, at the Central British School) are awarded to Choirboys, under certain conditions. Printed forms, giving information regarding these scholarships and other particulars of membership may be obtained from the organist, or from the vergers at the Cathedral.

At the China Auction Rooms yesterday afternoon, Mr. E. V. M. R. de Sousa, by order of the mortgagee, sold No. 17, Wing Fung Street.

The premises are held for the term of 999 years from September 1st, 1837. The annual Crown rent is \$7.84 and the area is just over 600 square feet.

The upset price was \$8,000, with bids of \$100 acceptable. Bidding progressed at this rate until the sum of \$3,600 was reached, when Mr. Cheung Tsai became the purchaser.

Resulting from investigations into the recent armed robbery at Saiyuen Lane, one of the alleged culprits was arrested during the week-end and a part of the property stolen was recovered.

The evening service on Sunday, February 27th, at St. John's Cathedral will be specially for Free Masons. The newly installed District Grand Master of English Freemasonry and the District Grand Lodge will attend, and it is hoped all the Lodges.

A Chinese was charged before Mr. R. E. Lindell, at the Central Magistracy yesterday morning with possession of 200 tins of illicit opium. Mr. Horace Lo, defending, asked for a remand which was granted. When applying for bail, Mr. Lindell said that the bail would have to be \$20,000.

It is reported that news has been received by mail from England that Major Louis Cassel, O.B.E., and formerly G.S.O. and D.A., Q.M.G., China Command, has been offered a very high appointment in connection with the present crisis in China. No doubt Major Cassel's wide experience in the Far East has been a factor in the choice made for the post.

Though the confirmation has not arrived from Rome, news has reached the Colony that Monsignor Walsh of the Maryknoll Pak-kai Vicariate, has been created a bishop. Monsignor Walsh is at present the Prefect Apostolic in the district of Pak-kai and adjacent territories, but on consecration will become Vicar Apostolic of the See until appointed elsewhere.

A small fire broke out in a grocery shop at Cheungchau, during the week-end, resulting in damage amounting to \$50. Playing with a burning piece of firewood, a small boy set alight a pile of dried grass in a hut at Pun Tau village, in the Pingshan district. The child ran out of the shop and so escaped injury, but when its parents returned they found their home burnt down.

It is stated in St. John's Cathedral Notes that there is still no news of any applicant for the post of Assistant Chaplain at the Cathedral, though every effort is being made at home to secure one. The number of men being ordained in recent years has fallen very considerably, but there are many who wish to be ordained but cannot afford to pay for their education.

PROPERTY SALE.

At the China Auction Rooms yesterday afternoon, Mr. E. V. M. R. de Sousa, by order of the mortgagee, sold No. 17, Wing Fung Street.

The premises are held for the term of 999 years from September 1st, 1837. The annual Crown rent is \$7.84 and the area is just over 600 square feet.

The upset price was \$8,000, with bids of \$100 acceptable. Bidding progressed at this rate until the sum of \$3,600 was reached, when Mr. Cheung Tsai became the purchaser.

DIES AMBROSIANA.

[WITH PROFOUND APOLOGIES, ESPECIALLY TO THE CHIEF AND THE 3RD HANDS' UNION.]

As I blew into the Club last night I met a man I know
Whose face in a general sort of way is a picture of deepest woe.
We met right under a lamp, we did, so I saw his features clear,
And I nearly fell down the steps again; he was grinning from ear to ear.

So I took him gently by the hand, and drew him towards the bar,
And planted him firmly into a seat, where the little round tables are.
And I said "You can take it from me, my lad, that to-night you'll get no rest
'Till you've unburdened your sinful soul of what you consider the jest."

"Have you thought of a scheme, (it's an idle dream I)—to live on your Service pay?
"Or has your bow-shutter caused Dockyard to utter the word that they shouldn't say?
"Disgraced as a rating (W.I.), do you hope to get up to the 'war'?"
"Or has your Third Hand shown signs of sense?—(Yes, yes, so you mentioned before)."

"Have you had a despatch from My Lords to state that Naval Officers here
Are exempt from the payment of Income Tax, refunds being made for last year?
"There must be something remarkable up when we see you looking glad,
So, adjusting your features to human guise, just cough it all up, my lad."

But he shook his head as he gaily said: "I suppose the times are slack.
"But the jolly old Dockyard have taken and put the Toss-pot's funnel back.
"And now it's a perfectly wizard show: to-morrow we'll all be found
"Requesting the Ashcats to take us along and show us the wheels go round!"

E. W. H.

NOTICE.

NOTICE IS HEREBY GIVEN that Mr. LAY IM TO Having RETIRED from this firm by mutual consent, his Responsibility and Interest CEASES on 31st JANUARY, 1927. The Business will be carried on by Mr. M. STEGER under the Style of STEGER & CO.

LAY, STEGER & CO.
1st February, 1927. [4498]

NOTICE.

WE Have this DAY Admitted Mr. TAM SHUET YAU as Partner in our Firm STEGER & CO.
1st February, 1927. [4500]

FANLING POINT-TO-POINT RACES.

THURSDAY, FEBRUARY 2nd.

FIRST RACE FOR MOUNTED INFANTRY 11 A.M.
SECOND RACE (Open) 3 P.M.

BUSES will leave the "HURST" at 10.30 A.M. and 2.30 P.M. to the Competitors and Spectators to the Starting Point near SOVA'S BUNGALOW. [4505]

BANK HOLIDAYS.

IN Accordance with Ordinance No. 5 of 1919, the EXCHANGE BANKS will be CLOSED for the TRANSACTION of PUBLIC BUSINESS on WEDNESDAY, and THURSDAY, the 2nd and 3rd FEBRUARY, 1927.
Hong Kong, 27th January, 1927. [4497]

NOTICE.

WE Have REMOVED Our Offices from ALEXANDRA BUILDING to EXCHANGE BUILDING, Third Floor.
L. DUNBAR & CO. [4493]

NOTICE.

MONIES Up to \$400,000 are Available for Investment on First Class Mortgage Security subject to a Trustee Valuation.
Apply to—
Messrs. DEACONS,
1, Des Voeux Road Central, Hong Kong.
Hong Kong, January 18th, 1927. [4441]

UNION INSURANCE SOCIETY OF CANTON, LTD.

THE CERTIFICATE No. 7879 for 8 Shares, 24 Per Share Paid Up Numbered 62061/62066 and 85603/85608 in this Society standing in the Name of MRS. MARIA WU DA SILVA, of CANTON, has been declared LOST, and if at the Expiration of One Month from the Date hereof the above Document be not forthcoming the said Certificate will be deemed CANCELLED and of No Effect, and a NEW CERTIFICATE for the 8 Shares will be issued in its stead by the Society.
PAUL LAUDER, General Manager.
Hong Kong, 6th January, 1927. [4392]

HONG KONG BOXING ASSOCIATION.

FIFTH TOURNAMENT OF THE SEASON.

SATURDAY, 5th FEBRUARY, at 9.15 P.M. at THE

THEATRE ROYAL.

MAIN EVENTS:

15 BOUTS Contests for MIDDLEWEIGHT CHAMPIONSHIP OF THE COLONY.
A. B. EWIN (H.M.S. Tifania)

STOKER NORMAN MORRIS (H.M.S. Beronia)

ALSO
10 BOUTS LIGHTWEIGHT Contests
L. B. HALL (H.M.S. Tifania)

STOKER PERCY LAKE (H.M.S. Durban)

AND
FOUR OTHER Contests.

BOOKING AT MOUTHERS—
McKENNIE—1st FEBRUARY
GENERAL PUBLIC—4th & 5th FEBRUARY

USUAL PRIZES. [4494]

HUMPHREYS ESTATE AND FINANCE CO., LTD.

NOTICE IS HEREBY GIVEN that the ANNUAL ORDINARY GENERAL MEETING of SHAREHOLDERS in this Company will be held at the Hongkong Hotel, Hong Kong, on SATURDAY, the 11th FEBRUARY, 1927, at 11 A.M., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the Year ended 31st DECEMBER 1926.

THE TRANSFER BOOKS of the Company will be CLOSED from the 5th FEBRUARY to the 14th FEBRUARY (both days inclusive), during which Period No Transfer of Shares can be registered.

JOHN D. HUMPHREYS & SON, General Managers,
Hong Kong, 29th January, 1927. [4490]

THE HONG KONG, CANTON & MACAO STEAMBOAT CO., LTD.

NOTICE TO SHAREHOLDERS.

THE ONE HUNDRED AND SEVENTH ORDINARY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, No. 44, Des Voeux Road, on TUESDAY, 22nd FEBRUARY, 1927, at 3.00 P.M., for the purpose of receiving the Report of the Directors, together with a Statement of Accounts, and electing Directors and Auditors.

THE TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, 8th FEBRUARY, to TUESDAY, 22nd FEBRUARY, 1927, both days inclusive, during which Period No Transfer of Shares can be registered.

By Order of the Board of Directors,
JOHN ARNOLD, Secretary.
Hong Kong, 27th January, 1927. [4498]

FLATS, three, four and five roomed, modern bathrooms, flush, etc. Also one two roomed and one three roomed Bungalow on way to Regular Bay and Fanning respectively for rent or sale on easy terms. SMALL INVESTORS. T.L.C. 4630.

THE CRISIS IN CHINA.

CHINESE FOREIGN OFFICE SEND A NOTE TO THE BRITISH LEGATION.

REQUEST THE IMMEDIATE RECALL OF THE SHANGHAI DEFENCE FORCE.

HOME COMMENT ON SIR AUSTEN CHAMBERLAIN'S SPEECH.

YANGTZE VALLEY STILL IN A FERMENT.

[THROUGH REUTER'S AGENCY.]

A NOTE FROM THE WAICHAOPU.

PEKING, Jan. 31st.

The Waichiaopu to-day sent a Note to the British Legation hoping that the British Government would "give the necessary instructions for the immediate withdrawal of the troops despatched to China, so that nothing untoward may happen to mar the friendly relations now happily subsisting between the two nations."

TWO PUNJAB REGIMENTS FOR CHINA.

CALCUTTA, Jan. 31st.

Two battalions of the Punjab Regiment have embarked for China aboard the a.s. *Sirdhana*.

JAPANESE TO EVACUATE AT CHANGSHA.

CHANGSHA, January 30th.

Japanese women and children are now standing by prior to evacuation.

[NAVAL WIRELESS.]

HANKOW QUIET.

HANKOW, January 30th.

Hankow remains quiet. An Italian vessel arrived to-day loaded with Chinese troops. It is feared that labour unrest will develop after Chinese New Year.

KIUKIANG AGITATORS.

KIUKIANG, January 30th.

Labour agitators have been interfering with the Customs launch, and the Commissioner of Customs has decided to close down.

The godowns on the hulk have not yet been opened.

CHINESE CONTRACTOR ARRESTED.

WASHING, January 30th.

Trouble is being experienced in getting coal supplies. A Chinese contractor has been placed under arrest by the local authorities for supplying coal to the a.s. *Kikiso*.

COMMANDEERED STEAMERS.

ICHANG, January 30th.

Troop movements are continuing down river. All steamers were commandeered yesterday, but two British steamers seized were cleared of troops and their engines dismantled.

[THROUGH REUTER'S AGENCY.]

FLEET STREET'S VERDICT.

UNANIMOUS APPROVAL OF SIR AUSTEN CHAMBERLAIN'S SPEECH.

LONDON, Jan. 31st.

Fleet Street had the week-end in which to assimilate Sir Austen Chamberlain's speech, and to-day expresses itself with extraordinary unanimity.

The *Morning Post* says that this lucid, straightforward explanation of our policy leaves not a particle of excuse for further misrepresentations either at home or abroad.

The *Times* extensively quotes published opinions of representative politicians of all Parties, showing essential agreement in the Government's policy and adds that even Sir Austen Chamberlain's bare outline, the British proposals are, clearly, far-reaching and extraordinarily generous—too generous perhaps to satisfy the hardly-ried British community, whose enterprise

and example have been of infinite value to China in the past. They will require the most careful examination in details, but at present the obvious fact is that the Government are not leaving a stone unturned in search of what Sir Austen Chamberlain hopefully describes as a permanent basis for mutual respect and good feeling.

The *Daily Telegraph* is satisfied, but wishes that Sir Austen Chamberlain had given a more detailed account of the sort of arrangement contemplated in the administration of the Concessions, and assumes that there will not be a departure from the principle that the maintenance of order and the safeguarding of property must in all cases be effectively guaranteed for those areas in which British interests are centred. The announcement of far-reaching proposals and change in the position of British residents in China, is accompanied by a satisfactory plain-spoken statement of Britain's attitude towards anti-British agitation, fostered by one of the Chinese Governments, to which these efforts of readjustment have been made.

The *Daily Express*'s only criticism is that Sir Austen Chamberlain would have been well-advised to have made his welcome speech earlier.

Liberal Press Opinion.

The Liberal journals in no respect withhold warm praise.

The *Daily Chronicle* remarks on the essential unity of all parties and agrees with the necessity of safeguarding British lives and property in Shanghai, but utters the reminder that the enemies of British trading interests in China—and they are not confined to Russians—are anxious to embroil us in an armed conflict with the Chinese which would undo the efforts of good diplomacy; but the paper is convinced that Sir Austen Chamberlain is very anxious to avoid such a result.

The *Daily News* says that Sir Austen Chamberlain's conciliatory and restrained speech offers the Cantonese and China at large a priceless opportunity to negotiate a peaceful and profitable settlement. Sir Austen Chamberlain has the satisfaction of knowing that his diplomatic policy is unqualifiedly supported by both Opposition parties as well as by the general body of British public opinion.

The *Westminster Gazette* says that this is more than a half-way house and leaves the door open for the fullest and most final revision when there is a stable government or governments to represent the Chinese nation beyond the present *de facto* stage. It notes that Mr. Ramsay MacDonald and Mr. Lloyd George are in the same temper as Sir Austen Chamberlain and as long as Sir Austen Chamberlain is allowed thus to commit the Government step by step it is difficult to justify the charge that there is a War Party behind the scenes.

The *Manchester Guardian* says that if Mr. Chen shows the same degree of political courage on one side as Sir Austen Chamberlain has shown on the other, and if Mr. Chen is willing to ignore the noisy extremists, who insist on expelling the foreigner bag and baggage, and really, seeks a practicable and honourable settlement, he will certainly find one within the British Government's proposals, so as to prevent the necessity for the dismembering of the Defence Force now on its way to Shanghai. The paper concludes by stating that Sir Austen Chamberlain offers the Cantonese in the main the substance of sovereignty and independence, without holding nothing which the Chinese could not be certain of winning peacefully as soon as they make the best of what they can now have for the asking.

EGYPTIAN COTTON.

IMPORTANT STATEMENT BY A BRITISH EXPERT.

[THROUGH REUTER'S AGENCY.]

CAIRO, Jan. 31st.

Interviewed by Reuter's correspondent, Mr. William Howarth, a very large user of Egyptian cotton and vice-president of the British Master Cotton Spinners' Federation, said that the master cotton spinners considered that the proposed restriction of a cultivated area would be unjustified if it were solely intended to raise the price to a level. It would be unwise since Egypt's interests would be best served in producing as much cotton as possible at an economic price. He declared that Sakellariadis from the State domains was just as good as Masara cotton, of which there were only 18,000 bales to be produced in 1927. It was better for yarn but not as good as Sakellariadis for twist purposes. Egypt could and must get back to the original quality of Sakellariadis and must discontinue mixing pillon with seed.

BRITISH LABOUR LEADER'S VIEWS.

[THROUGH REUTER'S AGENCY.]

LONDON, Jan. 31st.

Mr. J. H. Thomas, addressing a meeting at Newton Abbot, said that he would not hesitate to say at once that the Government, having decided that troops were necessary to defend our nationals in China, it was infinitely preferable to send a big Army than a handful of men.

[BRITISH WIRELESS SERVICE.]

Mr. J. H. Thomas, ex-Labour Minister, said he could understand the hurry of the embarkation of troops, but frankly he did not subscribe to that view. He did not know whether it was necessary to send troops but that was the matter that the Government of day, with greater knowledge and fuller responsibility must, however, determine. He had no hesitation in saying that if force was to be sent to protect British nationals he would intentionally advise them to send a big army rather than a handful of soldiers.

[THROUGH AMERICAN SERVICE.]

FAVOURABLE AMERICAN COMMENT.

WASHINGTON, Jan. 31st.

The *Washington Post*'s is the only comment so far available on Sir Austen Chamberlain's pronouncement. The paper says that no American will begrudge Britain the credit that goes with a good deed cheerfully performed.

[THROUGH REUTER'S AGENCY.]

FRENCH COMMENT.

PEKING, January 29th.

Opinion in France appears to be divided with regard to the respective merits of the policy of wait and see and the policy of swift diplomatic action in China.

The former is advocated in the *Matin* by M. Jules Sauerwein, who suggests that there are moderate elements within the Kuomintang who are ready to negotiate on the basis of the British Memorandum.

Britain, by sending forces to Shanghai, is strengthening the hands of the Bolshevists, who are trying to stir up the mob and swamp the scruples of the moderates.

If all the Powers maintained the level-headedness shown by France, Japan and America it would be a simple matter to come to an understanding with the moderates in the Canton Government, provided they were treated fairly.

The League of Nations might take the initiative in studying the Chinese question.

On the other hand, the *Ouvrier* declares that France ought to follow the example of Britain and negotiate simultaneously with Peking and Canton to renounce privileges which can no longer be upheld.

DUTCH MARINES.

TO REINFORCE LOCAL TROOPS IN THE EAST INDIES.

[THROUGH REUTER'S AGENCY.]

AMSTERDAM, Jan. 31st.

At the request of the Dutch East Indies Government, a number of marines are being dispatched to the East Indies in February to reinforce the local troops.

AUSTRALIAN CHAMPION SHIPS.

MELBOURNE, Jan. 31st.

The finals in the Australian Tennis Championships resulted in Patterson defeating Hawkes, 3-6, 6-4, 3-6, 6-4. Patterson and Hawkes defeated Wood and McInnes, 5-6, 6-4.

AN ENORMOUS CREDIT.

FRANCE TO PAY HOLLAND 25,000,000 FLORINS.

FOR WORK DONE IN NORTHERN FRANCE.

AMSTERDAM, Jan. 31st.

The Dutch newspapers announce that France has arranged to pay the Netherlands a credit of 25,000,000 florins, entered upon in August, 1919, for reconstruction work in Northern France. The repayment is being made two and a half years before due date.

PERSIAN CABINET RESIGNS.

TEHRAN, January 30th.

The Cabinet has resigned, in consequence of the Independents joining the Opposition in tabling an interpellation in connection with the recent correspondence between the Government and the Anglo-Persian Oil Company and also the non-settlement of a trade treaty with Russia.

IMPORTANT TELEVISION DISCOVERIES.

WHAT IT MAY MEAN IN WAR.

YOUNG INVENTOR'S WORK.

Mr. J. L. Baird, the young inventor of the television, recently enabled members of the Royal Institution to see each other in the dark. It will be recalled how last January he proved the possibility of reproducing at a distance, by wire or wireless, the face of a man who sat before his transmitter, and to achieve that result Mr. Baird had studied the problem for fifteen years. The demonstration suggests that the past year's experiments have been more fruitful than all that went before them—in January, 1926, "Television" was an interesting scientific fact, with a problematical commercial future; to-day it is an instrument of great potential value, both for peace and war.

Discovered By Chance.

Armed with the perfected television, a vigilant eye could see his enemy in the dark, without "giving away" his own position; a motorist could pierce the thickest fog; and the navigator of a ship need never be blinded by the mist. And, like so many other inventions of supreme utility, this wonderful gift to the world came almost by accident; in seeking to eliminate what was regarded as a defect in the earlier television the inventor wrought better than he had anticipated. A few months ago the image could only be transmitted if it was placed in a powerful light. "Subjects" so treated complained that the light hurt their eyes. Mr. Baird worked on in the hope of removing this objection, and eventually found success in a "light" that cannot be seen at all.

That light—the "black" light—consists of the infra-red rays, which, although invisible to human eyes, react as strongly upon Mr. Baird's light-sensitive cells as did the powerful incandescent lamps. Every movement made by the "subject," sitting in the "dark," is reproduced across the wire upon a screen; and if a telephone is substituted for the screen the face can actually be "heard." Well-marked features make a stark, rasping sound; a smooth pretty face makes what one hearer has termed a sibilant caress. A little practice enables one to identify a specific "face in the dark" by its sound. Many of the almost limitless possibilities of such an invention must be obvious to everyone.

Mr. Baird, the television's inventor, who is a "son of the Manse," was educated at Glasgow University, and by profession is an electrical engineer.

MEXICO'S OIL LAW.

STILL STRUGGLING IN THE COURTS.

[THROUGH AMERICAN SERVICE.]

MEXICO CITY, Jan. 31st.

The First District Court has refused the application of the Aguila Oil Company for a "definite Amparo" against the operation of the new Petroleum Laws, which have been issued in response to a public need and constitute a part of the economic and political structure of the nation.

"DIVINE TOBACCO."

DOCTORS DEFEND IT—IN MODERATION.

"Divine Tobacco" is honoured in the January number of "The Practitioner" with three interesting articles by some eminent medical authorities. Though their perusal will not justify the tobacco smoker in shouting from the house-tops, it will provide him with many shafts to turn effectively upon his critics. First, Sir Humphrey Rolleston, Physician-in-Ordinary to his Majesty the King, deals with the effects of tobacco smoking on the digestive system, and from this we gather that there is a pretty considerable list of penalties to pay for excessive or even moderate smoking.

Fertitious Cigarette Holders.

Next, Sir Robert Armstrong Jones, the Lord Chancellor's Visitor in Lunacy, takes in hand the nervous and mental aspect of smoking. Here, after being assured that chewing and snuff-taking are negligible indulgences—satisfactory to "salts" and Scotsmen—we are informed that in cigarette and even cigar smoking little of the harmful nicotine is inhaled, whereas in pipe smoking the offensive refuse is liable to be swallowed. Therefore, when a lady indulges in the common practice of the sex of smoking her cigarette through a holder "to the bitter end," she tends to assimilate the effects of cigarette smoking to those of a pipe, and with the same unpleasant results. The writer vouches that women are more temperate than men in the use of cigarettes. While, says Sir Robert, smoking is said to preserve the enamel of the teeth, it tends to pyorrhea and to loss of the lower teeth; whereas as old people with tooth, or with false teeth, cannot comfortably grip a pipe, they take to cigars if means permit. Summing up the pros and cons, the writer comes to these seven conclusions, after laying it down that always the tobacco smoked should be of the best:

Cigarettes Good in Moderation.

Tobacco smoking is a sedative with pronounced physical effects supplemented by the arousal of the aesthetic emotions.

Speaking generally, it is not injurious to grown-up people if moderately indulged in, but, on the contrary, it has a soothing influence on the nerves, and contributes to calm thought and continuous mental exertion.

Cigarette smoking in moderation is the most wholesome, or the least harmful, form of indulgence.

In pipe smoking the bowl of the pipe should be shallow, to allow more air and more frequent filling.

Pipe smoking demands the use of the tooth-brush at least twice a day, otherwise pyorrhea, etc.

Cigar smoking is cleaner and less toxic than pipe smoking. A short cigar is better than a long one.

Tobacco smoking is injurious to growing youth in any form, and in them frequently induces a craving for alcohol.

Helpful Under Modern Conditions.

The third article is by Prof. W. E. Dixon, Examiner in Pharmacology at Oxford and Cambridge, etc. Speaking of the subtle agencies of smoking that give pleasure, the writer mentions the sight of the smoke as having a physiological effect, as demonstrated by the circumstances that smokers, who become blind cease to take interest in tobacco. Rhythm, which enters largely into smoking, plays an even more important part. Smoking, he goes on, does not lead to addiction comparable with that of morphine or cocaine. "In America, where the strenuousness of city life is more exaggerated than with us, a plethora of true drug addicts has resulted; happily, this phase of civilisation is almost unknown in England. The ordinary man under the strained conditions of modern existence finds that tobacco produces a soothing, beneficial, and relatively harmless effect."

President Kruger's travelling wagon which it was announced in November, the City of London Corporation had decided to offer to the Dominion of South Africa, has now been shipped to South Africa.

OBITUARY.

SIR ROBERT JARDINE.

THE HEAD OF THE "PRINCELY HONG."

[BRITISH WIRELESS SERVICE.]

RUGBY, Jan. 31st.

The death is announced of Sir Robert Jardine, head of the great China firm of Messrs. Jardine, Matheson & Company. Sir Robert died suddenly yesterday.

(Sir Robert William Buchanan Jardine, born in 1868, was the son of Sir Robert Jardine, whose baronetcy was conferred upon him in 1888. In 1906, the firm of Messrs. Jardine, Matheson & Company was converted into a private Limited Liability Company with the baronet who has just passed away as its first Governing Director, and with Messrs. Wm. Keswick, M.P., W. J. Gresson and Henry Keswick as its Managing Directors. He was well-known in England as a prominent race horse owner. His business activities in connection with the House of "Ewo," was very largely confined to the firm's London establishment.)

THE CHINESE ARMY.

THE CHINESE ARMY AS A MILITARY FORCE. By Lawrence Impey. (Simpkin, Marshall, 12s. 6d. net.)

We have to hand the following review that appeared in a recent number of the *Daily Telegraph* of an English observer's opinion of the modern Chinese armies, their leadership, organisation, and fighting power. Mr. Impey, the author believes that there is in China plenty of first rate military material.

The kaleidoscope of the Chinese wars is so confusing to the English public that there should be a wide welcome for this survey by an eye-witness who brings to the task not only trained powers of observation and military knowledge, but a personal acquaintance with the warring leaders. Interest and point is added by the fact that Mr. Impey makes his survey from the standpoint of the worth of the Chinese forces in a trial of strength against the forces of a foreign power.

He brings out clearly the topographical conditions which have influenced the fighting, and he confirms the long-standing opinion that while the staff and regimental officers are inefficient, especially in organisation, the soldier is a brave and effective instrument under good leadership.

The artillery, had beyond belief in 1922, has improved in its guns, but still wastes most of its ammunition through defective ranging and control. A similar purposelessness has rendered abortive the Chinese use of aircraft for reconnaissance, and for bombing strategic points.

But the greatest weakness of all is to be found in the supply services, where ignorance of the elements of railway transportation blocks the lines in rear, while in front the troops are underfed and underclad.

In a comparison Mr. Impey shows that the strength of Wu Pei Fu's command centred in himself, a really capable general, whereas although Chang Tso Lin and Feng Yu Hsiang were of lesser ability, their control rested on a better subordinate basis. The campaign of 1925 revealed a marked improvement both in strategic manoeuvre and in tactical execution, and the author's conclusion is that this progress under the pressure of experience would be strongly accelerated under the pressure of necessity in a struggle with external military forces, and "an offensive alliance with either Russia or Japan... could supply the missing factor which would render the yellow race a deadly menace to the peace of the world." The numerous photographs are a very real asset to this pen picture of the state and character of the Chinese armies.

SWISS MARRIAGE RIDDLE.

BOND TIED BY DISMISSED REGISTRAR.

Many couples who have been married during the last few years in the Zurich district in the Swiss Canton of Aargau have learned with consternation that their marriages will in all probability be declared invalid.

Two years ago the registrar of the district was dismissed and his son appointed in his place. Unknown to the authorities the father, it is alleged, continued to act as registrar until quite recently, and it is the validity of the marriages contracted since his official dismissal which is now being questioned.

"Penal action" is being taken against the ex-registrar and his son.

LAWN TENNIS.

"SUZANNE'S" PROFITS AS A PROFESSIONAL PLAYER.

[THROUGH AMERICAN SERVICE.]

NEW YORK, Jan. 31st.

Suzanne Lenglen received \$100,000 as her share of the proceeds of the four months' season as a professional. Her contract guaranteed her 60 and 50 per cent of the gate receipts. Mary Browne received 30 and 3 per cent of the receipts and Vincent Richards 35 per cent. Manager Pyle, who received between 50 and 75, announces that he is planning a world tour for "Suzanne," which will include Britain, France, Germany, Japan and Australia.

NEW TERRITORIES CHRISTIANS WANT SUPPORT.

AN ELOQUENT APPEAL BY PASTOR LIU.

At the Union Church, Kowloon, Pastor Liu Pak Shing made an eloquent appeal on Sunday night for support of Christian work in the New Territories.

Mr. Liu said that when he became a Christian twenty years ago he was forced to leave his home at Lo Wu.

He started to preach the Gospel in a small hut on the hillside, but since its commencement the movement had steadily grown at the present time, and more and better accommodation than they now possessed was needed.

The Rev. H. R. Wells, who interpreted for Mr. Liu, remarked that he had known the speaker for about sixteen years and was well acquainted with the remarkable work he was doing.

The Rev. J. Horace Johnston, pastor of Union Church, Kowloon, spoke in support of the appeal and intimated that surplus Sunday School funds would be devoted to the work, with collections, through the Hong Kong and New Territories Evangelistic Society.

DEFENCE FORCE AND NAVAL ROUTE MARCH.

The Hong Kong Volunteer Defence Corps and a Naval detachment, turned out in force again last evening for another route march through the Western and Eastern districts.

The Volunteers, in view of the members of the Corps having had longer notice than they did for last Friday's march, had a stronger muster, and close on 500 marched from Headquarters. The Naval detachment was of similar strength. Needless to say the parades were watched by thousands of Chinese.

PUNJABIS ARRIVE AT SHANGHAI.

FIRST BATCH OF DEFENCE FORCE TAKE UP QUARTERS AT RACE COURSE.

The *N.C. Daily News* describes the arrival of the first batch of 400 men of the 5th Battalion, 2nd Punjab Regiment (67th) in Shanghai as under:—

Under the command of Lieut. Colonel V. Costes, some 400 of the 5th Bn. 2nd Punjab Regiment (67th) arrived in the a.s. *Clanville* from Hong Kong.

Headed by Insp. Beale and four Sikh troopers of the S.M. Police, the Punjabis marched from the wharf, via Broadway, the Bund, and Nanking Road to their quarters at the Race Course, where very comfortable billets had been arranged on the top floor of the new grand stand. On the way their band alternated with the pipes in eveninging the march into town, and these, the first troops to reach Shanghai in connection with the latest policy of the British Government for the protection of its nationals in China, created a very good impression by their business-like appearance.

CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES.

AMERICAN & MANCHURIAN LINE

FROM NEW YORK.

THE Steamship "CITY OF LAHORE" having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Holt's Wharf, whence Delivery may be obtained. No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after 7th February, 1927, will be subject to Rent.

All Claims against the Steamship must be presented to the Underwriter on or before 14th February, 1927, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays, between the hours of 10.45 a.m. and Noon, within the Free Storage period of One Week.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

THE BANK LINE, LTD.,

General Agents.

Hong Kong, 31st January, 1927. [4503]

NOTICE TO CONSIGNEES.

AMERICAN & ORIENTAL LINE

FROM NEW YORK & SAN FRANCISCO.

THE Motor Vessel "ELMBANK" having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., whence Delivery may be obtained.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after 7th February, 1927, will be subject to Rent.

All Claims against the Steamship must be presented to the Underwriter on or before 14th February, 1927, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Monday, 7th February, 1927, at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

THE BANK LINE, LTD.,

General Agents.

Hong Kong, 31st January, 1927. [4504]

NOTICE TO CONSIGNEES.

CORAN STEAMSHIP CO., LTD.

AND CHINA MUTUAL STEAM NAVIGATION CO., LTD.

FROM NEW YORK VIA MANILA.

CONSIGNEES per Co's Steamship "ANTILLOCH" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf.

Cargo will be ready for Delivery from Godown on and after 1st February. Optional Cargo will not be landed here, unless Notice has been given prior to Steamship's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays, between the hours of 10.45 a.m. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 9th February, will be subject to Rent.

All Claims against the Steamship must be presented to the Underwriter on or before the 23rd February, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,

Agents.

31st January, 1927. [4505]

THE BEN LINE STEAMERS, LIMITED.

FROM LEITH, MIDDLESBRO', ANTWERP, LONDON, STRAITS AND PHILIPPINES.

The Steamship "BENLAVERA"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., whence Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 7th February, 1927, will be subject to Rent.

All Claims against the Steamship must be presented to the Underwriter on or before the 21st February, 1927, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 7th February, 1927, at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., LTD.,

Agents.

Hong Kong, 31st January, 1927. [4501]

"LEGAL MISCONDUCT."

THE ROWERS OF AN ARBITRATOR.

CHIEF JUSTICE'S JUDGMENT IN RECENT CASE.

AWARD SET ASIDE WITH COSTS.

At the Supreme Court yesterday afternoon, the Chief Justice (Sir Henry Gollan) gave his judgment in the case heard before him on January 13th and arising out of an arbitration between Chinese parties to a building contract. The application was to set aside the award of the arbitrator on the ground that there had been "legal misconduct." His Lordship, in a lengthy judgment, set aside the award with costs.

Mr. Eldon Potter, K.C. (instructed by Mr. R. A. Wadson) applied for the setting aside of the award of Mr. Colbourne Little, of Messrs. Little, Adams and Wood, on the ground stated above.

Mr. C. G. Alabaster and Mr. H. Somerset Fitzroy represented the other party.

The Chief Justice gave judgment as under:

This is a motion to set aside the award of Alexander Colbourne Little, the Arbitrator, under an agreement to refer dated 2nd July, 1924, made between Ng Hing & Company (hereinafter called "the respondents"), of the one part, and the Hong Lip Company Limited, (hereinafter called "the applicants"), of the other part.

The first ground put forward on behalf of the applicants is that the Arbitrator misdirected himself in not stating his award in the form of a Special Case, and in not delaying the making of the award until he had notified his intention of not stating the award in such form, and thereby precluding the applicants from applying to this Court for an order for the stating of a case or for the stating of the award in the form of a Special Case.

The powers and duties of an Arbitrator in the above respects are set in s. 544 (1b.) and 1. 560 of the Code of Civil Procedure. Under the former provision the Arbitrator is given power to state an award, as to the whole or part thereof, in the form of a Special Case, on the opinion of the Court; and under s. 560 an Arbitrator may, and if so directed by the Court shall, state in the form of a Special Case for the opinion of the Court, any question of law arising in the course of an arbitration.

When Technical Misconduct Arises.

The duty of an Arbitrator to state, on request, a Special Case or, if he refuses to do so, to delay his award until a party to an arbitration can apply to the Court for an order directing a Special Case, provided that the application for a Special Case or for an adjournment is not frivolous and made merely for delay, is clear; and if an Arbitrator refuses to comply with either of such requests he is guilty of misconduct and the Court may set aside an award made by him.

Counsel for respondents did not dispute this but argued that, in fact, no application had been made to the Arbitrator to state any Special Case for the opinion of the Court, and, if it had, it was made on frivolous grounds and for purposes of delay; and consequently the duty above referred to had never come into existence. In order that I may decide as to the existence of this duty it becomes necessary to consider carefully what was said by Mr. Jenkins and by Mr. Zeilny, in the Counsel for the applicants, and for the respondents, respectively, before the Arbitrator; as well as the letters which, subsequently to the close of the evidence, passed between the solicitors for the parties and the affidavits made for the purposes of this application.

An Arbitrator's Powers.

Mr. Jenkins, it appears to me, stated clearly the three alternative ways in which the opinion of the Court on the various points of law he enumerated might be obtained. If the Arbitrator decided to state his award in the form of a Special Case, or to submit points of law for the decision of the Court, that would have satisfied the applicants; but Mr. Jenkins goes on to ask, in express terms, "that before actually making the award, the Arbitrator should state what course he intended to follow," so that we may have an opportunity of asking you to state a Special Case." Mr. Zeilny emphasised the right of an Arbitrator to decide questions of law as well as fact and suggested that, in view of the facts of the case, the Arbitrator would be enabled "to dispense with the expense and delay to the parties of a Special Case." Mr. Jenkins obviously felt that what Mr. Zeilny had said might lead the Arbitrator to believe that he had the right to make his award without giving the parties the right to apply to this Court for an order directing the Arbitrator to state a Special Case, and used words which should,

(Continued on next Column).

A POET'S "HAUNTED" HOUSE.

HOW MR. STEPHEN PHILLIPS WAS SCARED BY A MOUSE.

THE PLUMBER'S DISCOVERY.

An Egham plumber, Mr. S. Wells, has just revealed a ghost secret he has kept for fifteen years.

A house at Egham (Surrey), then occupied by the late Mr. Stephen Phillips, the dramatist, became notorious on account of a "ghost." When Mr. Phillips returned from a visit to the Continent his wife informed him that the "ghost" had driven everybody from the house. The servants, even, had gone.

Nothing would induce Mr. Phillips to go near the house again.

Hundreds of people visited what became known as "the haunted house," and it remained empty for a long period.

Wells, it appears, was commissioned at the time to do plumbing repairs at the house; and in the garret he ran the "ghost" to earth. The noise nearly scared him to death before he found a partially emptied cotton reel on the garret floor, resting against the wainscoting.

Cotton from the reel ran from a crack in the woodwork to where a mouse had made a nest. Periodically the mouse would tug at the end of the cotton to obtain material for its nest, and the reel would revolve, making a weird noise in the hollow wainscot. Naturally, when anyone approached the mouse scampered away and the noise ceased.

I think, have made it clear to the Arbitrator that his clients desired to have the points of law mentioned him decided by the Court, and that if he ignored this desire he (the arbitrator) would be acting wrongly.

Without giving any previous notice of his intentions, the arbitrator, by a letter dated 20th March, 1926, informed the solicitors for the applicants dated 23rd March, in which they called his attention to the statements of Messrs. Jenkins and Zeilny, above set out, and asked whether he had, as part of his award, stated the questions of law which had been raised in the form of a Special Case, the arbitrator replied by letter, dated 23rd March, 1926, wrote that the remarks of Messrs. Jenkins and Zeilny supported his recollection "that there was not a definite request from both parties that I should state a Special Case rather than make an award direct"; and went on to add "I have taken this course in the hope of avoiding unnecessary expense to both parties."

Where the Arbitrator Went Wrong.

The Arbitrator expressly relies on the fact that the request for the statement of a Special Case had not been made by both parties, an obviously incorrect ground on which to base a refusal to state a Special Case; and neither in this letter, nor in his affidavit, does he allege that he did not realise that the applicants desired, in one of the three ways above mentioned, to have the decision of the Court on the points of law which had been raised in the course of the arbitration proceedings.

In the opinion these facts show clearly that the Arbitrator was perfectly well aware that the applicants desired to raise certain questions of law in the form of a Special Case; and that being so, he was guilty of misconduct in not giving the applicants the opportunity to come to this Court if he did not intend himself to submit the questions for the decision of the Court.

A second ground of objection to the award was raised that it is bad because it is on its face erroneous in matter of law and fact. I think that this award is also bad on the ground of an error of law on the face of it but in view of my decision on the first point I do not think it is necessary for me to deal at length with the arguments on this ground.

In my opinion this award should be set aside, with costs.

Mr. Alabaster applied for the matter to be remitted back to the same arbitrator for another decision, and quoted authorities in support of his application.

The Chief Justice replied that he had simply dealt with arguments laid before him at the hearing of the case, and it would mean giving a new judgment if he conceded the points raised by Mr. Alabaster.

His Lordship added that he could not refer the matter back to the arbitrator unless the parties agreed. Mr. Alabaster said he raised the point of referring back in order to save special costs.

Mr. Potter said they could not agree to the course suggested by Mr. Alabaster. He thought special costs would be avoided by the giving of judgment in the form his Lordship had given it. He thought it was quite possible the parties would agree on the matter.

After further argument by Mr. Alabaster, his Lordship said he must allow his judgment to stand as it was, he had only had the arguments laid before him at the hearing of the case to deal with, and could not consider any other point now.

BIG ROBBERY AT HARRODS.

£10,000 HAUL OF JEWELLERY.

IRON PARTITIONS FORCED.

The most daring and perfectly planned burglary of recent years was carried out between Wednesday night and Thursday morning, December 29th-30th, at Harrods Stores, Brompton Road, S.W.

Jewellery estimated to be worth nearly £10,000 is missing, and at present there is no clue, says the *Daily Mail* of December 31st.

At least three men must have been engaged in the burglary. Concealing themselves somewhere inside before the stores were closed to the public, they spent nearly twelve hours in the building and during that time:

1. Broke through 14 doors;

2. Pried open 12 strong jewellery cases;

3. Stole at least 2,000 articles of jewellery and packed them in four stolen suit-cases;

4. Had a meal of stolen fruit on a divan in the furnishing department;

5. Removed two tons of furnishing fabric which impeded their escape through a secret door leading from the back of the stores into Hans Road;

6. Entered a waiting motor-car with their booty under the eyes of a policeman and vanished.

The Escape.

It was the policeman who gave the alarm. He was on his regular beat in Hans Road at 5 a.m. when the appearance of men from a back door of the stores struck him as unusual. He was yet some distance away, but counted at least two men carrying suit-cases. To him they appeared to be drunk, but this was probably because they were staggering under the weight of their booty.

Just before this an empty car had passed him with its rear number plate unlit. It pulled up at the door. The men got in. The constable, suddenly suspicious, shouted to it to stop. The driver took no notice, the car sped away, and that is the last known of the burglars.

150-Yards Trail.

The constable ran to, the door, which he found open and called the night firemen who had been patrolling the stores at intervals. It was then that the trail of the burglars, extending 150 yards from the exit to the rifled jewellery store, was discovered.

The obstacles overcome, and the precautions taken, show that the burglary was the work of experts who must have been for long engaged in planning their crime. They had a better knowledge of the building even than most of the staff, for the door through which they escaped has not been used for ten years. Its existence was unknown to 99 per cent. of the employees. It was completely concealed on the inside by bales of cloth.

Its appearance from the outside of the building might not, of course, have been overlooked by prospective burglars, planning a raid, but the circumstances lead the police to the view that someone who had an intimate knowledge of the building—possibly a discharged employee—was concerned.

Fingerprints on the rifled cases have been examined, but are probably valueless as clues, since they may have been made by innocent visitors who in the daytime through the stores or by shop assistants who nightly padlock the cases.

The stores are patrolled by firemen during the night, but it takes them nearly two hours to make their rounds, and it was probably between 3 and 5 a.m. that the theft was committed.

At that time the burglars must have been confident that the patrol was far away, for they did not fear to make a noise. To open the jewel cases they bored holes near the top and pried open the lids with some sort of crowbar which has been found. No one heard the twelve loud reports incidental to this operation.

Crawl Under Door.

At another time they evidently had cause to fear the ears of the patrol, for in making their way to the jewellery store they did not raise a sliding iron fireproof door to its full height—a noisy task—but lifted it only 2ft. and propped it up with boxes so that they could crawl underneath.

A curious fact is that though several bottles in the wine department were moved, no wine seems to have been drunk.

The stolen goods included watches, rings, brooches, ear-rings, cigarette cases, and other small articles of personal jewellery.

The more valuable jewellery, such as diamonds and pearl necklaces are taken every night from the showrooms to a strong room in the basement, and thus escaped the burglars.

The curious public who came during yesterday to look at the broken cases found them filled again with a fresh stock.

Crime Reconstructed.

Though no one knows definitely where the men concealed themselves during the evening, it was probably in the furnishing drapery department. Assuming this to be the case, the police have reconstructed their procedure as follows:

Waiting until all was quiet, two of the men set off from their hiding place to the jewellery department, while the others began clearing away the tons of cotton which blocked the door by which they intended to escape.

The men who were to steal the jewellery had first to open two sliding iron doors between the furnishing drapery department and the book department. Passing through this department, they had to open two folding doors leading into the fruit department. At the other end of this department they encountered two heavy iron shutters, which make a great noise when raised.

It was here that they obtained two boxes, and raising the shutters only two feet rested them on the boxes and crawled through.

They then passed through the provision department, opened two more doors, walked through the café, and found another pair of steel shutters. Here also they rested the shutters on two boxes and crawled through.

They next walked through the wine department, opened two more doors into the portmanteau department, and then forced the iron leading to the jewellery department.

5 Suit-Cases Filled.

After this they snatched up five suit-cases, and, while one man bored holes in the jewellery cases and prised the glass covers open, the other took out the trays of watches, rings, brooches, cigarette-cases, and other articles and tripped them into the cases.

Meanwhile the other men, having cleared the cotton away from the entrance to Hans Road, forced open the padlock on the door, and then took fruit and nuts from the fruit department.

It is assumed that all the men then met again in the furnishing drapery department and, settling themselves on a settle, ate many apples, oranges, bananas, and nuts while waiting for their car to arrive.

Where Did they Hide?

Mr. C. E. Wiles, the merchandise manager, told a *Daily Mail* reporter that there are many places in the vast building where men could conceal themselves, but the nearest place to the jewellery department is the furnishing drapery department, which is about 150 yards away.

It was obviously the work of men who knew the interior of Harrods thoroughly," added Mr. Wiles.

"The men must have worked out their course from the jewellery department to the door in Hans Road with minute care, for they took the shortest cut, Harrods at night is like a tomb. Even I, who know the place, would have no hope of getting out if I were locked in one of the departments."

How they accomplished their task without making a noise is another mystery. The vibration in lifting up the four steel shutters separating four of the departments can be heard in many parts of the building. It takes two men to move the heavy sliding steel doors dividing the jewellery and leather bag departments. As far as I know this is the first burglary we have had in 70 years."

DETACHABLE HELICOPTER.

A patent has been granted to a Danish electrician, M. Rasmussen, for a helicopter device which he claims can be fixed on any aeroplane, and by means of which the machine is able to ascend or descend perpendicularly and if desired can land on the top of a chimney.

The special propellers, which are fixed on the top of the plane, can flip flat during a fight so as not to impede the machine.

Why Bald So Young!

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Small Ointment Tubs sold throughout the world. See that the name "Cuticura" is on the wrapper. Price 2/6. Try the Cuticura Shampoo Stick.

NORDEUTSCHER LLOYD, BREMEN.

THE 1st. "DERFFLINGER"

Having arrived from BREMEN, HAMBURG and Paris, Consignees of Cargo are hereby notified that their Cargo is being landed at their risk into the Godown of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery can be obtained.

All Goods remaining undelivered after the 7th of February, 1927, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatsoever.

Damaged Packages must be left in the Godown for examination by the Consignees and the Company's Surveyors, Messrs. Anderson & Ash, at 10 a.m. on the 8th of February, 1927.

No Claims will be admitted after the Goods have left the Godown and all Claims must be presented within Two Weeks of the Ship's arrival here, after which date they will not be recognized.

Consignees are requested to surrender their Bills of Lading to the Underwriter for countersignature.

MILNERS & CO.,

Agents.

NORDEUTSCHER LLOYD, BREMEN.

Hong Kong, 31st January, 1927. [4502]

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[61]

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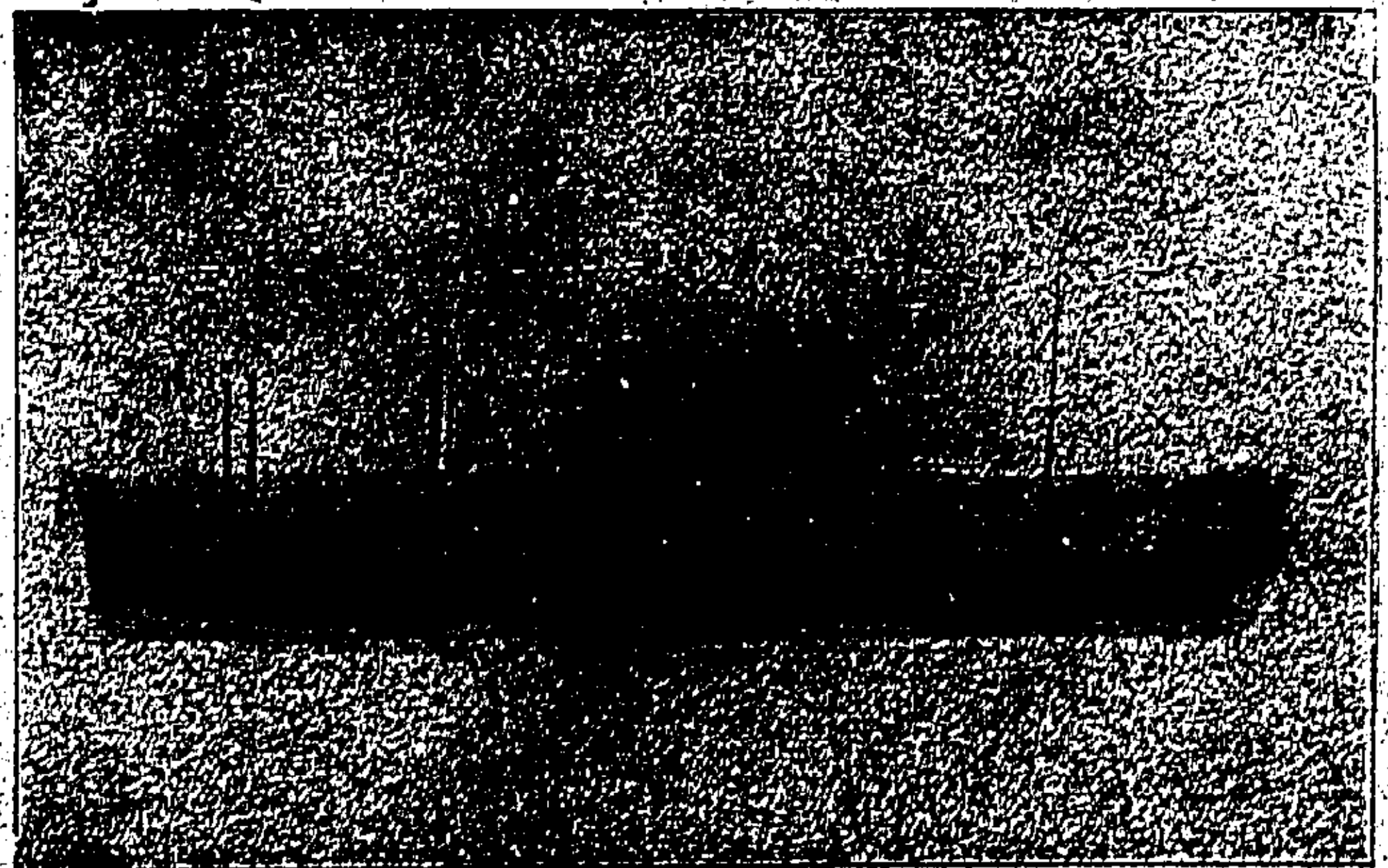
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R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hong Kong.

CHINA NAVIGATION COMPANY, LIMITED.

RANGKOK	... "KWANGHONG" ...	On 1st Feb.	10 a.m.
AMOI, SWATOW & SINGAPORE	... "ANTUNG" ...	On 3rd Feb.	8 a.m.
HAIPHONG	... "NINGHAI" ...	On 5th Feb.	Noon
AMOI, SWATOW & SINGAPORE	... "ANHUI" ...	On 8th Feb.	8 a.m.
SWATOW & SHANGHAI	... "BOOHOW" ...	On 8th Feb.	10 a.m.
AMOI & SHANGHAI	... "SHANTUNG" ...	On 8th Feb.	8 a.m.
HAIPHONG & HAIPHONG	... "TEAN" ...	On 9th Feb.	Noon
SWATOW, SHANGHAI & TIENTSIN	... "SINKIANG" ...	On 10th Feb.	10 a.m.
BANGKOK	... "KWEIYANG" ...	On 11th Feb.	8 a.m.
SWATOW & BANGKOK	... "KAYING" ...	On 11th Feb.	10 a.m.
SHANGHAI	... "SUNNING" ...	On 12th Feb.	8 a.m.
SWATOW, SHANGHAI, TIENTSIN & DALNY	... "KANOHOW" ...	On 13th Feb.	Noon
WEIHAIWEI, CHEFOO & TIENTSIN	... "HUPEH" ...	On 14th Feb.	4 p.m.

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Through Bills of Lading issued to all Australian, New Zealand and Tientsin Ports.
EXCELLENT & MOST FAVORABLE FARE & SCAFFOLD CLASS PASSENGER ACCOMMODATION.
HONGKONG TO SYDNEY—19 DAYS.

STEAMER	Due Hong Kong ON OR ABOUT	SAILING HENCE ON OR ABOUT
CHANGTE	8th February	15th February
TAIPING	11th March	18th March
CHANGTE	12th April	19th April

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AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"PELEUS"	... Via Suez Canal	25th February.
"CITY OF BRISTOL"	... Via Suez Canal	5th March.
"ATREUS"	... Via Suez Canal	25th March.
"TEUCER"	... Via Suez Canal	8th April.

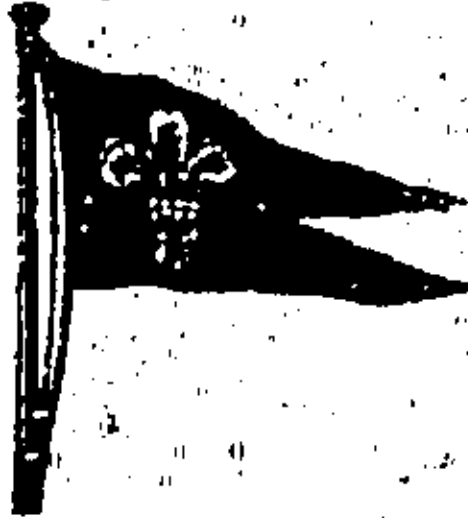
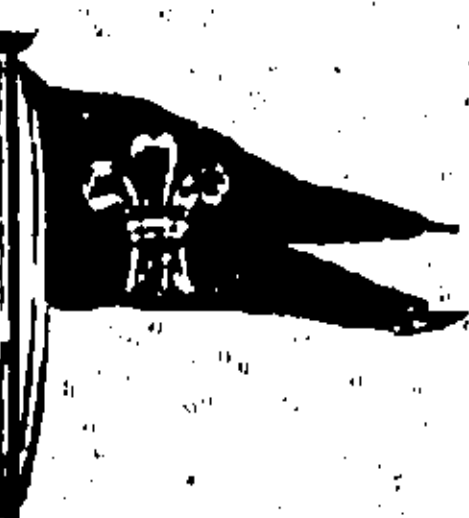
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SAILINGS FOR EUROPE:

"ZOSMA"	... 25th February.
"OOSTERK"	... 25th March.

ARRIVALS FROM EUROPE:

"OOSTERK"	... 8th February.
"OOSTERK"	... 8th March.

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[1]

Shipping News

Arrivals and Departures,
Passengers, etc.

ARRIVALS.

January 30th.

Haiyang, British str., 1,383 tons, Capt. J. S. Thomson, from Singapore, which port she left on January 23rd, with a general cargo, lying at buoy No. C17.—Douglas S.S. Co.

Hakata Maru, Japanese str., 3,752 tons, Capt. Goro Matsuhita, from Antwerp via Singapore. The latter port she left on Jan. 22nd, with a general cargo, lying at buoy No. A22.—N.Y.K.

Hydrangea, British str., 561 tons, Capt. R. Elridge, from Kwang Chan Wan, with a general cargo, lying at Chiu On Wharf.—Chau On S.S. Co.

Kueichow, British str., 1,220 tons, Capt. H. P. Curver, from Tientsin and Weihaiwei. The latter port she left on January 23rd, with a general cargo, lying at buoy No. C4.—B. & S.

Kueiyang, British str., 1,586 tons, Capt. G. Evers, from Bangkok and Kohsichang. The latter port she left on January 23rd, with a general cargo, lying at buoy No. B12.—B. & S.

Lianphow, British str., 1,220 tons, Capt. C. H. Jones, from Canton, with a general cargo, lying at buoy No. B9.—B. & S.

Morika Maru, Japanese str., 4,460 tons, Capt. S. Nakahama, from Yokohama and Moji. The latter port she left on January 23rd, with a general cargo, lying at Kowloon Wharf.—N.Y.K.

Selene, Dutch str., 2,274 tons, Capt. H. Velthuis, from Balikpapan, which port she left on January 22nd, with 3,581 tons of kerosene and benzine, lying at North Point.—A.P.C.

Tai Hing, Chinese str., 106 tons, Capt. Cheng Yung Fat, from Antau, with a general cargo, lying at Luen Cheong Wharf.—Fook Hoi & Co.

Yuan Lee, Chinese str., 1,061 tons, Capt. C. J. Freymann, from Saigon, which port she left on January 24th, with rice and meal, lying at buoy No. B31.—Yuen Shing Fat.

January 31st.

Derflinger, German str., 5,027 tons, Capt. H. Haskager, from Hamburg, which port she left on December 11th, with a general cargo, lying at Kowloon Wharf.—Melchers & Co.

Hanoi, French str., 739 tons, Capt. L. Cruchot, from Haiphong and Hoibow, with general cargo and coal, lying at buoy No. C43.—Messageries Maritimes.

Hubro, Norwegian str., 1,027 tons, Capt. Th. Thorsen, from Saigon and Canton, in ballast, lying at buoy No. C42.—Kersten Larsen & Co.

Kathe, German str., 906 tons, Capt. H. Frauden, from Dairen, which port she left on January 25th, with a cargo of bean oil, lying at buoy No. C47.—Kwang Mow Tai.

President Harrison, American str., 10,533 tons, Capt. J. D. Guthrie, from San Francisco and Shanghai. The latter port she left on January 28th, with a general cargo, lying at Kowloon Wharf.—Dollar S.S. Line.

Rhein, German str., 3,625 tons, Capt. W. Herm, from Shanghai, which port she left on January 28th, with a general cargo, lying at buoy No. A24.—Reuter Brockelmann & Co.

Seng Bee, British str., 3,784 tons, from Singapore, with a general cargo, lying at Kowloon Wharf.—Teas Kee.

Talambur, British str., 3,844 tons, Capt. J. A. Wright, from Osaka, which port she left on January 25th, with a general cargo, lying at Kowloon Wharf.—Mackinnon, Mackenzie & Co.

Van Hente, Dutch str., 2,730 tons, Capt. J. Groothoff, from Amoy and Swatow, with a general cargo, lying at buoy No. A4.—J.C.J.L.

CLEARANCES.

January 31st.

Albert Sarrant, for Haiphong.

Apoey, for Saigon.

Borneo, for Haiphong.

Devawongse, for Quinhon.

Dorri, for Tourane.

Hakata Maru, for Takao.

Hakata Maru, for Singapore.

Kwang Sang, for Canton.

Kwang Chou, for Bangkok.

Morika Maru, for Singapore.

President Harrison, for Manila.

Rhein, for Manila.

Scale, for Saigon.

Sungshan Maru, for Canton.

Tunkin, for Haiphong.

Van Heuts, for Singapore.

WEATHER REPORT.

Yesterday's weather report, forecast and remarks issued by the Royal Observatory at 6 p.m. states: "The anti-cyclone remains stationary over Korea and has slightly increased in intensity. Fresh monsoon will continue over the China Sea."

Local forecast: — East winds, fresh, fine.

PASSENGERS.

ARRIVALS.

Per s.s. Derflinger, from Hamburg and ports, on January 31st: Mr. and Mrs. J. R. Capell, Mr. P. Paulino, Mr. S. Ohlaka, Mr. G. J. Abella, Mr. G. Ohlaka, Mr. E. Wunderli and family, Dr. H. Lutz and family, Miss A. Kochoer, Miss E. Martin, Mr. E. Mueller, Mr. E. Anterlieth, Miss E. Burren, Mr. E. Michelfelder, Mr. E. Engel, Mr. A. Gramps, Dr. W. Deussen, and Dr. O. Ansel.

Per s.s. Talambur, from Kobe, on January 31st: For Hong Kong: Mrs. M. J. Elliott. Pass through for Calcutta: Mr. and Mrs. H. W. Bebbor.

Per s.s. President Harrison, from Shanghai, on January 31st: Mr. J. G. Brown, Mr. G. Burgess, Mr. N. Baxter, Mr. W. H. Bang, Mr. H. C. Collier, Mr. J. Durand, Mr. A. F. Fernandez, Mr. J. E. Fordy, Mr. A. Hurry, Mr. W. A. Lee, Mr. A. H. Lewis, Mr. S. T. Price, Mr. F. V. Reid, Mr. M. M. Solokoff, Mr. K. Scto, Mr. A. Sinclair, Mr. A. Tetsell, Mr. R. J. Whitehead.

SHIPPING NOTES.

The tug Henry Keswick, was despatched on Friday with the necessary salvage gear to the scene of the stranding of the Portuguese vessel Tai Tai in the Hainan Straits.

The round-the-world liner Belgeland, which was due to arrive here on February 10th, was, it is stated, to now arrive here on the 4th, owing to the proposed call and stay at Shanghai having been omitted on account of the present unrest. (Continued on next column.)

SUNRISE AND SUNSET IN HONG KONG.

FOR FEBRUARY, 1927.

STANDARD TIME OF THE 12th MERIDIAN, EAST OF GREENWICH.

February 1st	7.03 a.m.	6.13 p.m.
2nd	7.02	6.13
3rd	7.03	6.13
4th	7.02	6.13
5th	7.03	6.14
6th	7.01	6.14
7th	7.00	6.15
8th	7.00	6.15
9th	6.59	6.15
10th	6.58	6.17
11th	6.58	6.18
12th	6.58	6.19
13th	6.57	6.19
14th	6.56	6.19
15th	6.56	6.20
16th	6.55	6.20
17th	6.55	6.21
18th	6.54	6.21
19th	6.53	6.22
20th	6.53	6.22
21st	6.52	6.23
22nd	6.50	6.23
23rd	6.50	6.24
24th	6.49	6.24
25th	6.49	6.25
26th	6.48	6.25
27th	6.47	6.26
28th	6.47	6.26

Information has been received that the Hong Kong and Whampoa Dock Company have secured an order for the building of a vessel for the Bank Line. The craft is to be used in the Straits-Home trade and will be 215 feet in length, 27 feet beam, with a moulded depth of 9 feet 6 inches, and will have a speed on trial of nine knots.

DOLLAR STEAMSHIP LINE

AND

AMERICAN MAIL LINE

(ADMIRAL ORIENTAL LINE)

THE "PRESIDENT LINERS" JOINT TRANS-PACIFIC SERVICE

A Regular Weekly Sailing

TO SAN FRANCISCO OR SEATTLE.

Effective March 1st, the s.s. President Jefferson will sail from Hong Kong to San Francisco, and on March 8th the s.s. President Lincoln will sail for Seattle. Thereafter, a "PRESIDENT LINER" will sail every week on alternate Tuesdays to San Francisco and alternate Wednesdays to Seattle.

Interchangeable Tickets, good on all "PRESIDENT LINERS," with liberal stop-over privileges, insure the most convenient method and the best service for travel between Oriental Ports.

TO SAN FRANCISCO VIA HONOLULU, SHANGHAI, KOBE AND YOKOHAMA.

"THE SUNSHINE BELT"

PRESIDENT TAFT	... Sunday, Feb. 13th, 10.00 a.m.
PRESIDENT JEFFERSON	... Tuesday, Mar. 1st, 10.00 a.m.
PRESIDENT GRANT	... Tuesday, Mar. 15th, 10.00 a.m.
PRESIDENT MADISON	... Tuesday, Mar. 29th, 10.00 a.m.
PRESIDENT JACKSON	... Tuesday, Apr. 12th, 10.00 a.m.

Thereafter Fortnightly Sailings on Tuesdays.

TO SEATTLE AND VICTORIA VIA SHANGHAI, KOBE AND YOKOHAMA.

"THE FAST SHORT ROUTE"

PRESIDENT JACKSON	... Friday, Feb. 10th, 5.00 p.m.
PRESIDENT MCKINLEY	... Wednesday, Feb. 16th, 5.00 p.m.
PRESIDENT LINCOLN	... Wednesday, Mar. 9th, 5.00 p.m.
PRESIDENT CLEVELAND	... Wednesday, Mar. 23rd, 5.00 p.m.
PRESIDENT FIERCE	... Wednesday, Apr. 6th, 5.00 p.m.

Thereafter Fortnightly Sailings on Wednesdays.

TO EUROPE AND NEW YORK.
VIA MANILA, STRAITS, COLOMBO, SUEZ-PORT SAID-ALEXANDRIA-NAPLES-GENOA-MARSEILLES.

Thence to BOSTON AND NEW YORK.

PRESIDENT MONROE	... Tuesday, Feb. 15th, 8.00 a.m.
PRESIDENT WILSON	... Tuesday, Mar. 1st, 8.00 a.m.
PRESIDENT VAN BUREN	... Tuesday, Mar. 15th, 8.00 a.m.
PRESIDENT HAYES	... Tuesday, Mar. 29th, 8.00 a.m.
PRESIDENT POLK	... Tuesday, Apr. 12th, 8.00 a.m.

Thereafter Fortnightly Sailings on Tuesdays.

TO MANILA.

PRESIDENT TAFT	... Feb. 4th, 3.00 p.m.
PRESIDENT MCKINLEY	... Feb. 8th, 1.00 p.m.
PRESIDENT MONROE	... Feb. 15th, 8.00 a.m.
PRESIDENT JEFFERSON	... Feb. 21st, 6.00 a.m.
PRESIDENT WILSON	... Mar. 1st, 6.00 a.m.

For Passenger and Freight Rates apply to

ROBERT DOLLAR CO.

GENERAL AGENTS.

HONGKONG AND SHANGHAI BANK BUILDING, (GROUND FLOOR).

Telephone: Central 2477, 2478 & 785.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

JANTON	... "KWONGSANG" ...	Tuesday, 1st Feb.	at 10 a.m.
SANDAKAN	... "MAUSANG" ...	Tuesday, 1st Feb.	at 1 p.m.
STRAITS & CALCUTTA	... "POOSANG" ...	Monday, 7th Feb.	at 3 p.m.
TSINGTAU via SWATOW & SHANGHAI	... "KWONGSANG" ...	Wednesday, 8th Feb.	at 7 a.m.
TIENTSIN	... "CHEONGSANG" ...	Wednesday, 8th Feb.	at 7 a.m.
HAIPHONG	... "MINGSANG" ...	Thursday, 10th Feb.	at 10 a.m.
STRAITS & CALCUTTA	... "KUTSANG" ...	Friday, 11th Feb.	at 3 p.m.
TSINGTAU via SWATOW & SHANGHAI	... "HOPSANG" ...	Sunday, 13th Feb.	at 7 a.m.
OSAKA via MOJI & KOBE	... "LAISANG" ...	Tuesday, 15th Feb.	at 7 a.m.
STRAITS & CALCUTTA	... "SUTSANG" ...	Tuesday, 15th Feb.	at 3 p.m.
SANDAKAN	... "HINSANG" ...	Thursday, 17th Feb.	at 3 p.m.
OSAKA via SHANGHAI, MOJI & KOBE	... "HOSANG" ...	Saturday, 19th Feb.	at 7 a.m.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.
GENERAL MANAGERS.

TELEPHONE: CENTRAL No. 215.

GLEN LINE.

FARE: HONG KONG TO LONDON £82.

LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Steamship "GLENIFFER"	... (via Oran) ...	33rd February.
Motor Vessel "GLENUGLE"	... ..	2nd March.
Motor Vessel "GLENAGARRY"	... ..	6th April.
Motor Vessel "GLENUGLE"	... ..	4th May.

SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Motor Vessel "GLENAMOIY"	... (via Moji) ...	Due Hong Kong, 8th February.
Motor Vessel "GLENAGARRY"	... ..	17th February.
Motor Vessel "GLENAGARRY"	... ..	3rd March.
Motor Vessel "GLENAGARRY"	... ..	20th March.
Steamship "OAKMARTENSHIRE"	... ..	31st March.

For Freight, Passage and further Particulars, apply to:

JARDINE, MATHESON & CO., LTD.
AGENTS: THE GLEN LINE, LTD.

DODWELL & CO., LTD.

NEW YORK BERTH.

LOADING FOR BOSTON AND NEW YORK VIA SUZZ.

"BABY CASTLE" ... Sails on or about 19th February

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FIUME). TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE
"A" CLASS: £72. 10

CANADIAN PACIFIC

QUICKEST TIME ACROSS THE PACIFIC.
TO VICTORIA AND VANCOUVER.

SAILINGS 1927.

STEAMERS	H. Kong	Shanghai	Kobe	Yokohama	Vancouver
EMPERESS OF RUSSIA	Feb. 18	Feb. 19	Feb. 23	Feb. 25	Mar. 6
EMPERESS OF ASIA	Mar. 9	Mar. 12	Mar. 15	Mar. 18	Mar. 27
EMPERESS OF CANADA	Mar. 30	Apr. 2	Apr. 5	Apr. 8	Apr. 17
EMPERESS OF RUSSIA	Apr. 20	Apr. 23	Apr. 28	Apr. 30	May 8
EMPERESS OF ASIA	May 11	May 14	May 17	May 20	May 29
EMPERESS OF CANADA	May 31	Jun. 4	Jun. 7	Jun. 10	Jun. 19
EMPERESS OF RUSSIA	Jun. 22	Jun. 25	Jun. 28	Jul. 1	Jul. 10
EMPERESS OF ASIA	Jul. 11	Jul. 14	Jul. 19	Jul. 22	Jul. 31

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai).

CONNECTING SAILINGS TO LIVERPOOL.

MONTCAIM	March 12	MINNEBOSA	May 13
MONTROSE	April 2	MONTCAIM	June 3
MONTLORE	April 23	MONTROSE	June 24

Frequent sailings to Liverpool, Belfast, Glasgow, Southampton, Cherbourg and Antwerp.

A DELIGHTFUL 65 DAY CRUISE DE LUXE

by the
S.S. "EMPERESS OF SCOTLAND"

Leave HONG KONG, FEBRUARY 13th, 1927.

Calling at Shanghai, Chinwangtao (for Peking), Kobe, Yokohama, Honolulu, Hilo, San Francisco, Balboa (Panama), Panama Canal, Cristobal (Colon), Havana.

Arriving NEW YORK, APRIL 12th, 1927.

Arriving SOUTHAMPTON, APRIL 20th, 1927.

Passenger Department: Tel. C. 753. Cables: "GACANPAC."
Freight and Express: Tel. C. 42. Cables: "NAUTILUS." [15]

THE SWEDISH EAST ASIATIC COMPANY, LIMITED.

SERVICE OF FAST MOTOR VESSELS

LOADING DIRECT FOR
MARSEILLES, VALENCIA, ROTTERDAM, HAMBURG
AND SCANDINAVIAN PORTS.

m.v. "CANTON"	...	4th March, 1927
m.v. "DELHI"	...	8th April, 1927

FOR SHANGHAI AND JAPAN PORTS.

m.v. "DELHI"	...	2nd March, 1927
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For further particulars, apply to the Agents—
GILMAN & CO., LTD. G. E. HUYGEN
Hong Kong. Canton.SAILINGS SUBJECT TO ALTERATION.
SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.
* KOREA MARU (calls Keelung)... Sunday, 6th Feb., at Noon
* SHINYO MARU... Tuesday, 22nd Feb., at Noon
* SIBERIA MARU (calls Keelung)... Sunday, 6th March, at Noon
* Calls Los Angeles.

SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles, Mexico and Panama.

GINYO MARU... Saturday, 26th Feb., at Noon
KINYO MARU... Tuesday, 3rd May, at Noon
MARSEILLES, LONDON, ANTWERP & ROTTERDAMvia Ports:
HAKOZAKI MARU... Saturday, 18th Feb., at 11 a.m.
HAKUSAN MARU... Saturday, 26th Feb.
KITANO MARU... Saturday, 12th MarchSYDNEY & MELBOURNE via Manila & Ports.
MISHIMA MARU... Wednesday, 23rd Feb., at 11 a.m.
TANGO MARU... Wednesday, 23rd MarchNEW YORK and/or BOSTON via PANAMA.
TABUNO MARU... Wednesday, 8th Feb.
CALOUTTA MARU... Monday, 21st Feb.LIVERPOOL via Singapore, Colombo, Port Said & Ports.
TAJIMA MARU (calls Glasgow)... Saturday, 5th Feb.
BUENOS AIRES via Singapore, Durban & Cape Town, Delagoa Bay & Algoa Bay.KAMAKURA MARU... Saturday, 6th Feb.
BOMBAY via Singapore, Penang & Colombo.AWA MARU... Thursday, 10th Feb.
SEITO MARU... Tuesday, 22nd Feb.CALOUTTA via Singapore, Penang & Rangoon.
NAGATO MARU... Tuesday, 8th Feb.
ORAKA MARU... Friday, 18th Feb.NAGASAKI, KOBÉ & YOKOHAMA.
TANGO MARU... Friday, 19th Feb.SHANGHAI, KOBÉ & YOKOHAMA.
LIMA MARU (calls Moji)... Friday, 4th Feb.
NAGANO MARU (Moji direct)... Friday, 4th Feb.HARUNA MARU... Monday, 7th Feb.
KAMO MARU... Tuesday, 22nd Feb.For further information, apply to—
NIPPON YUSEN KAISHA.

Telephone: Central No. 292 (Private exchange to all Dept.). [7]

Shipping News Week-End Statement, Shipping Notes, Vessels Expected, etc.

WEEK-END FREIGHT RETURNS.

LOCAL AND THROUGH CARGOES DOWN.

The freight statements for the week-end showed a heavy decrease in local imports and also on cargoes carried for ports beyond Hong Kong.

During the 24 hours ended at 9 a.m. on Sunday, there were 6,739 tons of general merchandise imported into the Colony, of which, 1,649 tons were brought by 6 British vessels. The best return was shown by the s.s. *Sanka Maru*, from Keelung, which unloaded 2,100 tons here.

Cargoes for ports beyond amounted to 11,367 tons, of which only 2,994 tons of British vessels. The two best returns were manifested on the s.s. *Duyong Maru*, from Calcutta and Singapore, which carried 4,110 tons and the British vessel *Ben-lauers* from London and Manila had 2,000 tons.

Yesterday's Statement.

Both local and through freights registered by the steamer arriving here during the 24 hours ended at 9 a.m. yesterday were still below the average.

Imports of general merchandise into the Colony totalled 5,093 tons, of which, 2,402 tons were on three British steamers. The two best returns were 2,300 tons on the *Awang-yang* (British) from Bangkok, and 2,000 tons on the Chinese steamer *Just* from Saigon.

Through freights were carried only by three steamers. The amount carried was 6,015 tons, of which 238 tons were on one British steamer. The German steamer *Rhein* arriving from Shanghai manifested 3,347 tons.

There were 23 arrivals and 24 departures during the 48 hours ended at 9 a.m. yesterday. Their nationalities were—British, 12 arrivals and 6 departures; Japanese, 7 arrivals and 10 departures; Norwegian, 1 arrival; Chinese, 3 arrivals and 5 departures; Dutch, 1 arrival and 2 departures; French, 2 arrivals; German, 2 arrivals and American, 1 departure.

Vessels in port totalled 67, of which, 29 were British.

VESSELS EXPECTED.

Achilles (Blue Funnel), due Feb. 3rd.
Adriatic (Blue Funnel), due Feb. 12th.
D'Ariagnan, due to-day.
Delhi (Swedish East Asiatic), due March 2nd.
Mantua (P. & O.), due February 4th, about 8 a.m.
Mentor (Blue Funnel), due Feb. 5th.
Meriones (Blue Funnel), due Feb. 16th.
Nellore (P. & O.), due February 4th, about noon.
Patriot (Blue Funnel), due Feb. 3rd.
Tanda, due February 7th.

SHIPPING MOVEMENTS.

The P. & O. s.s. *Mantua* left Singapore for this port on the 30th ult., with the outward English mails, and is due here on the 4th inst., at about 8 a.m.

The P. & O. s.s. *Nellore* left Singapore for this port on the 29th ult., and is due here on the 4th inst., at about noon.

SHIPPING NOTES.

On her voyage from San Francisco to Shanghai, the s.s. *President Harrison* was stranded on Bonham Rock on January 6th. She eventually reached Shanghai under her own steam, where the minor damage sustained were repaired. The *President Harrison* arrived here yesterday with 46 European first class and 26 Asiatic first class passengers. She also brought 84 tons of general cargo for Hong Kong and 1,300 tons for ports beyond.

The returns of deck passengers entering into Hong Kong during the hours ended at 9 a.m. on Sunday showed that 403 deck passengers were disembarked here and the returns for yesterday showed 385.

The s.s. *Raketa Maru* arriving here yesterday from Antwerp and Singapore brought 740 tons of post, chloride, cartridges, etc., and also carried a similar shipment of 4,750 tons to ports beyond Hong Kong.

The master of the s.s. *Tjitaroom* in his report to the Harbour Master states that the wreck of a junk was sighted on Sunday in position 21° 53' N. 120° 25' E., which is considered dangerous to navigation. Another wreck of a junk was reported by the master of the s.s. *Fan Heutz* in position 22° 48' 5" N., 116° 27' E., which is also stated to be a danger to navigation.

THE NEW FREIGHT RETURN.
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3
No. 1 for Rubber Goods, No. 2 for Steel & Iron Goods, No. 3 for Chemicals, Paints, etc.

WEEK END, FEBRUARY 1st, 1927.
WATER STREET, SAN FRANCISCO.



LIGNES COMMERCIALES (CARGO BOATS).

Monthly sailings direct to HAMBURG, ROTTERDAM, DUNKIRK—
s.s. "D. P. BENOIT" ... 21st February.
s.s. "YALOU" ... 15th March.

s.s. "CAPT. FAURE" due to arrive from DUNKIRK, LONDON, HAVRE about the 21st February.

SERVICES CONTRACTUELS (Main Services)

Steamers	Sailings from Marseilles	Arr. at Hong Kong & Sailings for Shanghai and Japan	Sailings from Hong Kong for Marseilles
D'ARTAGNAN	1st Feb.
SPRING	15th Feb.
ANGOR	1st Mar.
PORTHOS	15th Mar.
PAUL LECAT	1st Apr.
G. KETZINGER	15th Apr.

RATES OF PASSAGE MONEY TO MARSEILLES

(Including Table Wine and Free Doctor's Attendance).
A Class (1st Class) 29. 0d. B Class (1st Class) 25. 85. 0d.
STEWARDS (2nd) 2. 70. 0d. STEWARDESSE (2nd) 2. 61. 0d.
Through Tickets to London and Leaving Towns of Europe.
Accommodations reserved in the Transat Marseilles.
(Sailings subject to alteration without notice).
For full particulars, apply to—
CIE. DES MESSAGERIES MARITIMES,
Telephone: Central 740. 3, QUAI DE BULGARD.
CONSIGNATION—TRANSIT—REPRESENTATION. [3]

BANK LINE LTD.

AGENTS FOR ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.
UNITED KINGDOM & CONTINENT ELLERMAN LINE.

Passenger Service
S.S. "CITY OF LAHORE" ... London, Harb., Rotterdam & Hamburg ... 12th February.
FARES to LONDON: First Class £72.
S.S. "CITY OF CALOUTTA" ... Marseilles, London, Harb. & Hamburg ... 15th March.
FARES: First Class to MARSEILLES £96; to LONDON £72.
Second Class to MARSEILLES £47; to LONDON £40 10s.

AUSTRALIA AUSTRAL-INDIES LINE
Sailings from SINGAPORE on 8th of every month by "CITY OF PALERMO" or "CITY OF SPARTA" to Java, Fremantle, Adelaide, Melbourne and Sydney and vice versa.
Through Freight and Passenger bookings from Hong Kong in conjunction with "Ellerman Line" or other services.

BOSTON, NEW YORK & BALTIMORE AMERICAN AND MANCHURIAN LINE
S.S. "CITY OF BRISTOL" ... via Suez Canal ... 6th March.

ALSO AGENTS FOR
ANDREW WEIR & CO.

SERVICES TO:
BOSTON, NEW YORK & HAWAII AMERICAN & ORIENTAL LINE
M.V. "LARCHBANK" ... via Suez Canal ... 24th March.

MAURITIUS & SOUTH AFRICA ORIENTAL AFRICAN LINE
S.S. "TINHOW" ... from Hong Kong ... 20th April.

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Cape Town.
Through Bills of Lading issued to Batavia, Galle, Colombo, Port Amoy, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Moller, Luderburg Bay, Walvis Bay and Madagascar.

For Freight or passage on any of the above lines apply to—
Telephone: Central 4791.
[2]

THE BANK LINE, LTD.

P. & O. British India Apear and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).
MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MATRITIOUS, EAST & SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND
LAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE,
GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. GOVERNMENT)

Steamship	Tons	From Hongkong (about)	Destination
"DEVANHA"	8,155	1st Feb. Noon	S'pore, Penang, Colombo & B'bay.
"MOREA"	10,930	14th Feb. Noon	Marseilles and London.
"KILDERFORE"	8,362	13th Feb.	S'pore, Penang, Colombo & B'bay.
"DELTA"	8,097	18th Feb.	S'pore, Penang, Colombo & B'bay.
"KALYAN"	9,144	19th Feb.	Marseilles, London & Antwerp.
"NELLOR"	8,552	2nd March	S'pore, Penang, Colombo & B'bay.
"MANTUA"	10,902	5th March	Marseilles and London.
"KASHGAR"	7,006	12th March	Marseilles, London & Antwerp.
"NAGPORE"	5,283	14th March	Saigon, Marseilles & Rotterdam.
"NYANZA"	7,623	15th March	S'pore, Penang, Colombo & B'bay.
"MONGOLIA"	14,504	18th March	Marseilles and London.
"MACDONIA"	11,120	2nd April	Marseilles and London.
"KRYBER"	9,114	5th April	Marseilles, London & Antwerp.
"DEVANHA"	8,155	16th April	Marseilles, London & Antwerp.
"DELTA"	8,097	27th April	S'pore, Penang, Colombo & B'bay.
"MALWA"	10,930	30th April	Marseilles and London.
"NELLOR"	8,552	11th May	S'pore, Penang, Colombo & B'bay.
"KALYAN"	9,144	14th May	Marseilles, London & Antwerp.
"NYANZA"	7,623	25th May	S'pore, Penang, Colombo & B'bay.
"MOREA"	10,198	28th May	Marseilles and London.
"KASHGAR"	9,005	11th June	Marseilles, London & Antwerp.
"MANTUA"	10,902	25th June	Marseilles and London.
"KALYAN"	9,144	8th July	Marseilles, London & Antwerp.
"MACDONIA"	11,120	23rd July	Marseilles and London.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

"TALAMBA"	8,500	1st Feb. 3 p.m.	Singapore, Penang and Calcutta.
"TILAWA"	10,000	11th Feb.	do.
"TALMA"	10,000	15th Feb.	do.
"SHIRALA"	7,841	1st March	do.
"GAMBHIRA"	5,257	8th March	do.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

"TANDA"	6,364	4th Mar.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
"ALPHANS"	4,500	1st April	do.
"ABAFURA"	6,000	29th April	do.
"TANDA"	6,364	3rd June	do.
"ST. ALBANS"	4,500	1st July	do.
"ABAFURA"	6,000	29th July	do.

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia. The P. & O. S.S. Co., Ltd., steamers will also call at Shanghai, Hio, Kobe, Yokohama, Tawau, Timor, Durbin, or other ports en route as indicated on the shipping schedule.

Frequent connections from Australia with the following—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"MANTUA"	10,902	4th Feb. 4 p.m.	Shanghai, Moji and Kobe.
"NELLOR"	8,552	4th Feb. 4 p.m.	Shanghai, Moji and Kobe.
"TANDA"	6,359	8th Feb.	Moji, Kobe, Osaka and Yokohama.
"SHIRALA"	7,841	2th Feb.	Shanghai, Moji and Kobe.
"NAGPORE"	5,283	2th Feb.	Shanghai, Moji and Kobe.
"KALYAN"	9,144	18th Feb.	Shanghai, Moji and Kobe.
"MONGOLIA"	14,504	18th Feb.	Shanghai and Kobe.
"GAMBHIRA"	5,257	18th Feb.	Kobe.
"NYANZA"	7,623	19th Feb.	Shanghai, Moji and Kobe.
"MACDONIA"	11,120	4th March	Shanghai, Moji and Kobe.
"ST. ALBANS"	4,500	5th March	Moji, Kobe, Osaka and Yokohama.
"KRYBER"	9,114	11th March	Shanghai, Moji and Kobe.
"DEVANHA"	8,155	15th March	Shanghai, Moji and Kobe.
"LAFORE"	5,252	2th March	Shanghai, Moji and Kobe.
"MALWA"	10,930	1st April	Shanghai, Moji and Kobe.
"DELTA"	8,097	1st April	Shanghai, Moji and Kobe.
"ABAFURA"	6,000	5th April	Moji, Kobe, Osaka and Yokohama.
"PERIM"	7,648	12th April	Shanghai, Moji and Kobe.
"NELLOR"	8,552	15th April	Shanghai, Moji and Kobe.
"KALYAN"	9,135	15th April	Shanghai, Moji and Kobe.
"NYANZA"	7,623	29th April	Shanghai, Moji and Kobe.
"MOREA"	10,935	29th April	Shanghai, Moji and Kobe.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

*Passengers for Rangoon must deliver their own Hotel expenses at Singapore while awaiting the on carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 24 ft. x 3 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information: Passage, Freight, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.
P. & O. Building, Cornmarket Road Central, HONGKONG. Agents.

THE EAST ASIATIC CO., LTD.

COPENHAGEN.

"DANMARK"

will be loading for ROTTERDAM, HAMBURG & SCANDINAVIAN PORTS
On or about 2nd March, 1927.

Further Sailings: Expected on about 23th February
S.S. "Annam" ... 23th February
S.S. "Asia" ... 11th March

Subject to change without notice.
For further particulars, please apply to—
JOHN MANNERS & CO., LTD.
Agents.

